



4X4 ACTION

PRODUCTS / NEWS / TRAVEL / INFORMATION / ADVICE / LIFESTYLE

ISSUE 40

CELEBRATING
50 ARB STORES



SPECIAL EDITION

THE RED CENTRE

ASCENT CANOPY

Discover the stylish ARB Ascent canopy range

ARB PRODUCTS

Check out the latest OME suspension, bull bars, rear protection and more

TRAVEL

Explore the best of the Northern Territory, plus NZ's South Island and Derbyshire in the UK

CONTENTS

PRODUCTS

- 4 Latest Safari Snorkels
- 5 ARB Auxiliary Battery Trays
- 14 New ARB Ascent Canopy
- 21 ARB LED Head Lamp
- 28 Latest Old Man Emu Suspension for Jeep WK2 Cherokee
- 36 Protection Equipment for the Jeep JK Wrangler
- 50 Old Man Emu Development & Testing
- 62 ARB Sahara Bars
- 63 New IPF HID Lights
- 72 Deluxe Bull Bar for the Toyota LandCruiser Prado VX & Kakadu
- 73 Roof Boxes from Thule
- 80 Latest Controller from Redarc

TRAVEL & EVENTS

- 6 100% Pure, NZ
- 20 Variety 4WD Explorer Event, QLD
- 24 Coffin Bay, SA
- 32 MacDonnell Ranges, NT
- 38 The Red Centre, NT
- 68 Peak District, UK
- 74 ARB Eldee Easter 4WD Event, NSW
- 81 Drive 4 Life 2014, Australia
- 82 Emigrant's Trail, USA

COMPETITIONS & PROMOTIONS

- 5 Win an ARB Edge Beanie
- 23 Win an ARB LED Head Lamp
- 54 ARB Milwaukee Promotion
- 86 Recovery Kit Competition Winners
- 87 Off the Track Competition

REGULARS

- 12 Off Road Tips & Techniques
- 19 Subscribe to ARB
- 56 Behind the Shot
- 58 ARB Kids
- 64 Photography How To



ARB 4X4 ACTION IS ALSO AVAILABLE AS A **FREE APP ON YOUR IPAD OR ANDROID TABLET.** BACK ISSUES CAN ALSO BE DOWNLOADED FOR FREE.

Editor: Kelly Teitzel
Sub Editor: Jessica Vigar
Contributors: Chris Bates, Cassandra Carbone, Alison Cole, Chris Collard, Patrick Cruywagen, Ken Duncan, Michael Ellem, Steve Fraser, Matt Frost, Rebecca Goulding, David Kirby, Mark Lowry, Dean Mellor, Carlisle Rogers, Steve Sampson, Shane Smith, Luke Watson.

Graphic Design: Vanzella Graphic Design
Major Photography: Offroad Images
Pre-press: Splitting Image
Printing: Offset Alpine

WIN! FIND OUT HOW TO GET YOUR HANDS ON AN ARB LED HEAD LAMP. VISIT PAGE 23 FOR DETAILS.

SNAPSHOT

An issue that's been gaining increased prominence of late is the subject of track closures. It seems that more and more areas of bush are getting locked up to four wheel drivers, effectively making these regions inaccessible to all but bush walkers. Quite understandably, people get incensed when one of their favourite locations is no longer accessible because a government department has chosen to put a locked gate across a 4WD track.

Now I have nothing against getting out and exploring the bush on foot, having hiked through remote regions all over the world. But these days, with two young children, trekking up and down mountains with all of our kit is just not feasible. Our kids have been brought up with the notion that our 4WD serves as a tool to get off the beaten track and have some fun.

It's not all bad, however. In some states, local government has established good working relationships with various bodies that represent 4WD enthusiasts. A good example is in Victoria, where Four Wheel Drive Victoria has done some great work in conjunction with Parks Victoria in promoting responsible off roading. Some regions of Australia go even further, though, and genuinely welcome responsible off road tourers with open arms, and in fact desperately want to see more of us in their states.

A few months back I was approached by Northern Territory Tourism with a view to partnering with them and encouraging more 4WDers to get out and explore the Territory. We figured the best approach would be to highlight some of the sensational destinations that were out there. It didn't take long to get ARB's photographer, Michael Ellem, on board with the project, and a quick call to one of Australia's most experienced travel writers, Dean Mellor, meant we were able to put a story behind Mike's photos. Dean has served as editor to many outdoor adventure magazines over the years, most notably 4x4 Australia.

Part one of the Red Centre story is our feature article in this issue, and we have plans to cover several other destinations over the next few magazines. All of the trips and destinations we will be featuring are suitable for family-friendly, touring 4x4s, and we'll be providing advice on some of the basic equipment we'd recommend you carry.

Of course, what puts off many people from the southern states is the sheer distance and time involved in getting to the NT. So we're also working on putting together some special offers for our customers to assist with getting their vehicle transported to the NT. That's exactly what I'm doing for a Kimberley trip in late July that's being run by the television show, Your 4x4. Much as I'd love to head up through the Flinders Ranges, Oodnadatta and Tanami tracks, I really can't afford the time to do so. Hence I'll be freighting a vehicle to Darwin, grabbing an early flight and hitting the road. This will put me on the eastern edge of the Kimberley on day one of my trip.

Keeping the spotlight on the NT, if the Territory is the place you call home, you can expect to see ongoing changes to ARB's presence up there. Our relatively new Alice Springs store looks fabulous in its all-new colour scheme right on the Stuart Highway, and we're now turning our attention to Darwin. Our longstanding authorised distributor in Winnellie has recently been acquired by ARB Corporation, which will enable us to expand our presence in the NT and provide better accessibility to our gear than ever before.

Best of all, the entire crew there, headed up by Darren and Nick, have come on board with us. So customers can continue to experience the same great, friendly service the store is renowned for.

Matthew Frost – National Sales & Marketing Manager



WHAT'S NEW

THE LATEST PRODUCTS ARE HERE TO HELP YOU GET THE MOST OUT OF YOUR TRAVELS.



NEW STYLE SAFARI SNORKEL FOR FORD PX RANGER

Owners of the Ford PX Ranger can now take advantage of a new, more traditional 'down the guard' style snorkel for their off road adventures. Thoroughly researched, tested and tooled for the Ford PX Ranger, this new design will ensure your engine is protected regardless of the conditions.

> Contact ARB for part numbers and pricing



TOYOTA LANDCRUISER 200 SERIES UNDER VEHICLE PROTECTION

Designed to give protection to vital underbody components including steering, engine sump, transmission and gearbox, ARB under vehicle protection panels are laser cut, press formed and folded to provide superior strength. The 2007 on Toyota LandCruiser 200 Series under vehicle protection panels consist of four carefully designed panels and will fit with or without an ARB bull bar. The front, sump and transmission panels bolt directly to the chassis and provides continuous under vehicle protection from bull bar to transmission.

▶ PART NO: 5415100
PRICE: \$580.00



*Mitsubishi Triton model shown

UNDER VEHICLE DUAL BATTERY TRAYS

Designed around the Optima Range of batteries and Redarc's BCDC range of chargers, the ARB under vehicle chassis mount battery box provides the strength and protection required to mount the battery under the vehicle. The zinc plated and satin black powder coated tray is manufactured from 3mm sheet steel, folded and welded with a separate cover panel.

2012 Holden Colorado & Isuzu D-Max Dual Cab

Designed to fit on the spare wheel chassis cross member, it is mounted out of harm's way. Testing has confirmed that fitment is compatible with the Long Ranger long range fuel tank.

- ▶ PART NO: 4248010
- PRICE: \$349.00

Mitsubishi Triton ML & MN Dual Cab

Manufactured with a backing plate and chassis clamp of 4mm mild steel and cover plate incorporating moulded plastic, this vehicle specific tray uses insulators to prevent terminal and cover plate contact. Designed to fit on the inboard passenger side of the chassis, between the fuel tank and the transmission, testing has also confirmed compatibility with the Long Ranger long range fuel tank.

- ▶ PART NO: 4246020
- PRICE: \$300.00

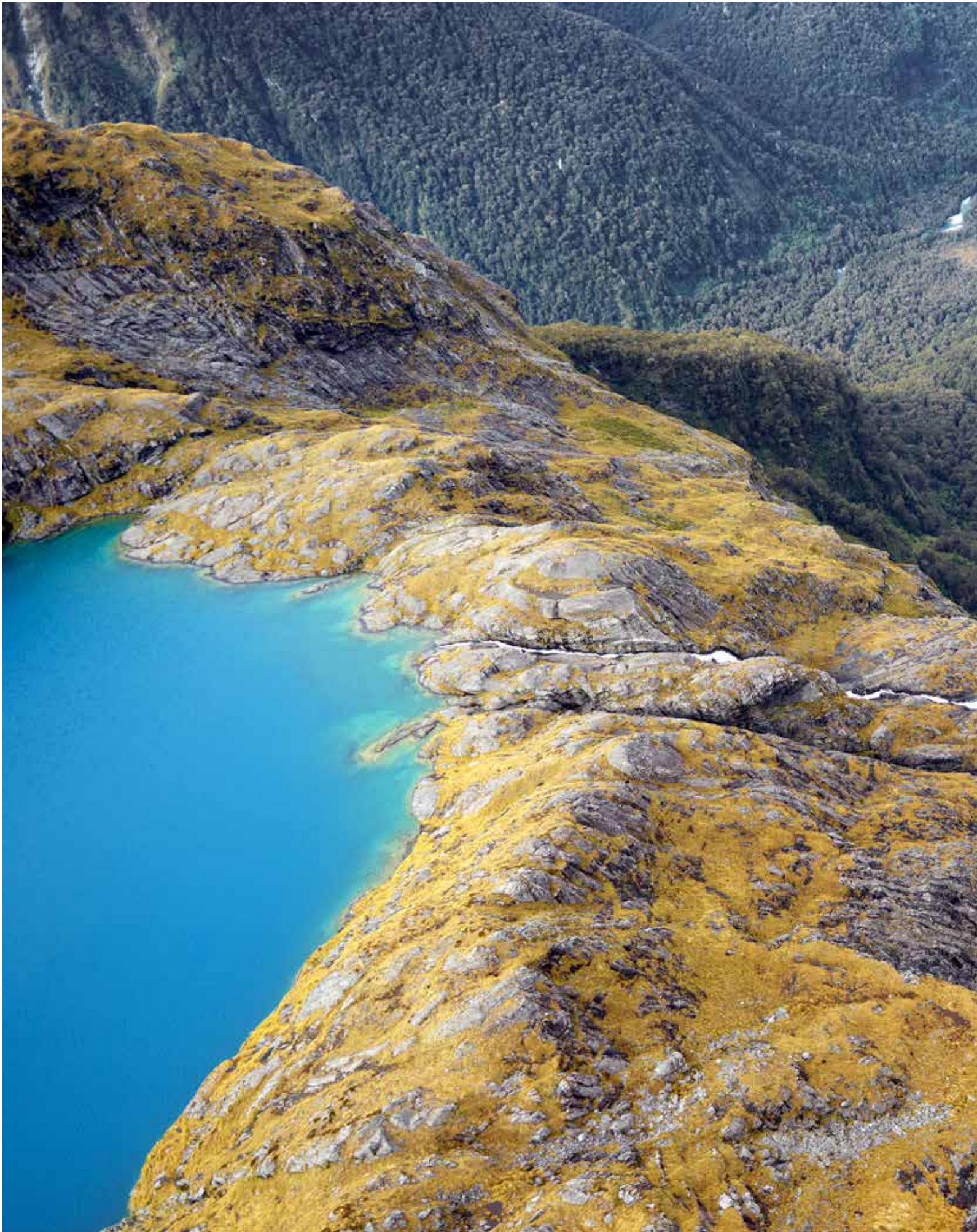
ARB EDGE BEANIE

Stylish and warm, the ARB Edge beanie will keep your head toasty whether you are out on the tracks or out with friends. Made from a premium wool and polyester blend with a Thinsulate™ lined interior, this beanie will be a welcome addition to your winter wardrobe.

- ▶ PART NO: 217584
- PRICE: \$19.95



WIN! For your chance to win an ARB Edge beanie, simply send in a photo highlighting why you need one this winter to promotions@arb.com.au. Competition ends 31st August 2014.



A vertical aerial photograph of a mountain valley. The foreground shows a rocky, moss-covered slope with a small waterfall cascading down. The middle ground features a river winding through a lush green valley. The background shows more forested mountains under a clear sky.

100

%

PURE

WORDS & PHOTOGRAPHY
BY STEVE FRASER

**DISCOVER WHAT NEW
ZEALAND'S SOUTH
ISLAND HAS TO OFFER
WITH THIS TEN DAY
ADVENTURE.**

Take ten days, add breathtaking scenery, a cute wife, a good 4WD, glaciers, helicopter rides, autumn colours, and great food and wine, mix them all together in the South Island of New Zealand, and you have the recipe for an amazing, 100% pure adventure.

The flight from Sydney (make sure you get a window seat) to the adventure capital of the Southern Hemisphere only takes a couple of hours, and landing in Queenstown is an experience. The plane starts to descend in a circular pattern, as the mountains don't allow for a straightforward approach. This means you get a 360° view of the mountains, Lake Wakatipu and the surrounding area. This is the first real taste of NZ and a pretty amazing way to begin the journey.



I love Queenstown – it's the birthplace of bungy jumping and the location of the famous Shotover jet boat. You'll also find paragliding, bridge swinging, off road buggies, white water rafting, skydiving and zip lining. It's my sort of town.

On day one, after throwing myself off a mountain while paragliding, it was time for a feed, and The Cow is a Queenstown institution. Known well by locals, it's tucked away in the heart of town and I can highly recommend it. One of the very cool things they do is seat you in a booth with strangers. We met the nicest people from Christchurch and heard all about the devastation of the earthquakes and how they had impacted lives. Great food, a nice wine or two and making some new friends on the first day ticked all the right boxes.

Day two was going to be a highlight for the photographer in me. I had chartered a helicopter for the day, and Elaine (my wife) and I were heading out to Milford and Doubtful Sound with a couple of stops along the way. Before leaving, we topped up with a great coffee at Joe's Garage – a very funky cafe in the middle of town.

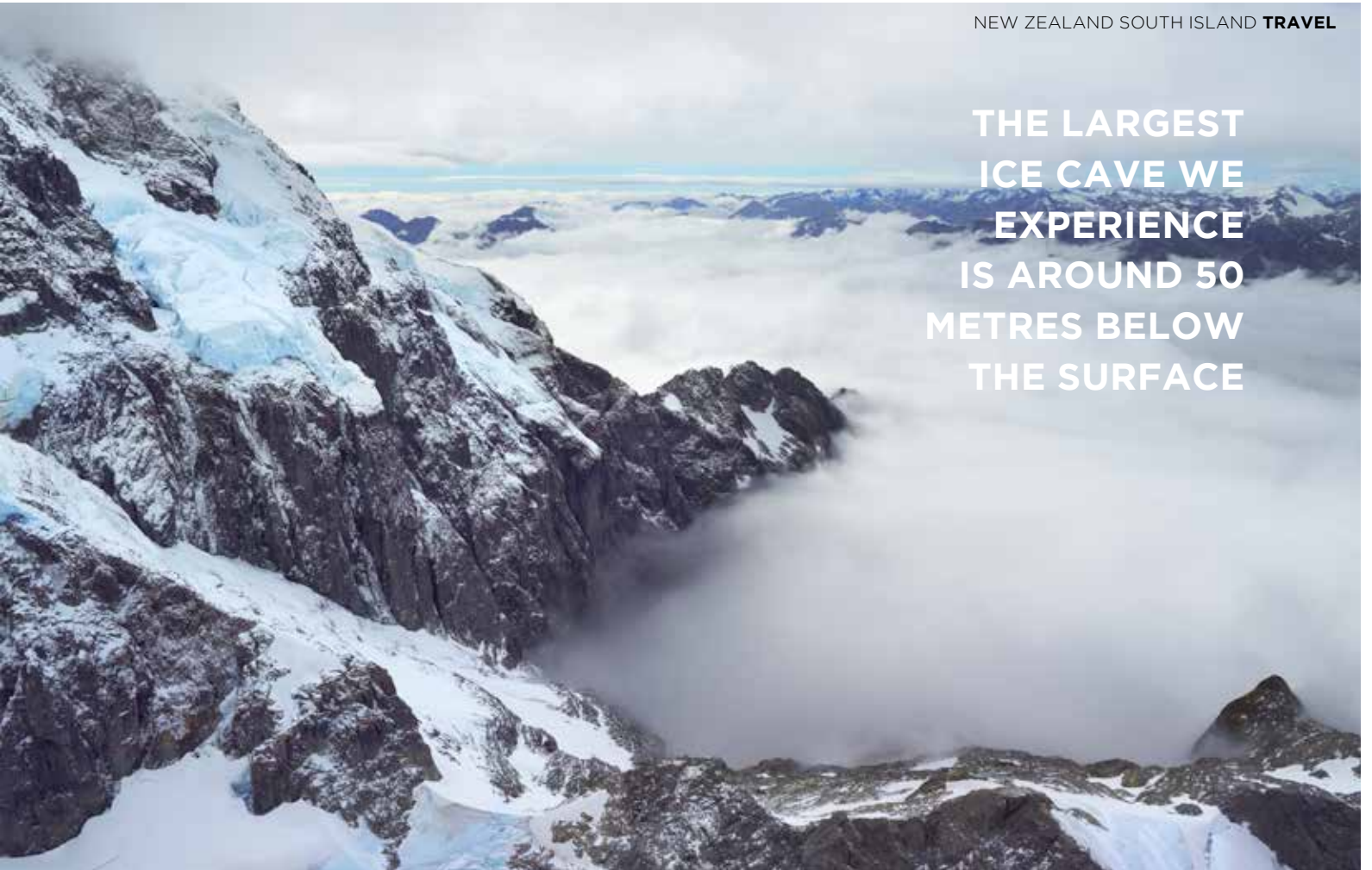
Brad, one of NZ's best chopper pilots, was our guide for the day. Once in the air, it was time to take the doors off, put the harness on, rug up, fire up the camera and check out some of the most amazing country imaginable.

We flew directly over the Southern Alps, landing on a boulder the size of the chopper (nice flying, Brad) to get some shots of one of the highest lakes in NZ. Then we kept climbing until we were directly above a beautiful glacier, which Brad was happy to put the chopper down on.

We made our way to Milford Sound and had a short stop on the ground, followed by a memorable trip through the Sound.



THE LARGEST ICE CAVE WE EXPERIENCE IS AROUND 50 METRES BELOW THE SURFACE



We decided it was time for lunch and I had arranged with Brad to have a nice quiet mountaintop lunch with Elaine. There isn't anything more romantic than 360° views in the Southern Alps, a picnic basket lunch, my girl and a nice drop of white. Talk about brownie points.

It was time to hit the road on day three, so we loaded up and headed out towards Arrowtown for sunrise. Arrowtown is only about 45 minutes from Queenstown and is well known for its amazing landscape. I wasn't disappointed. The mountain at the back of the town was awash with autumn colours.

Day four was spent in Wanaka. There are two ways to get there and I highly recommend the route through the Crown Ranges. It is spectacular and, if the road is open (it can get snowed in), it is a very enjoyable drive.

Situated in the heart of the snowfields and nestled on Lake Wanaka, it's easy to spend an entire day looking around the town and surrounding area. This is a great place to stay if you prefer somewhere a bit more relaxed with less people than Queenstown.

I have wanted to get a sunrise shot of Lake Wanaka for a long time. On previous occasions the weather hadn't been kind to me. The next morning was about to make up for any previous disappointments. The sky lit up and the lake and mountains came alive as sunrise hit the clouds. Getting up before the sun is very easy when you are rewarded like this.





After breakfast, it was time to head towards the West Coast and Fox Glacier. If you love driving, then you are in for a treat. The winding roads, mountain passes and rugged coastline make this a truly memorable drive. One thing about driving in NZ is that you need to allow longer than you think for two reasons. One is that the roads are extremely twisty with a low average speed, and second, you will want to stop at every bend to check out the incredible views.

After a couple of stops, we make it to our accommodation near Fox Glacier. I am always impressed by how clean and modern a lot of the accommodation is in NZ. I like to stay in bed and breakfast accommodation so I can meet the locals. You get to meet some real characters this way, and it is the very best source of information about great locations to photograph.

I head out for sunset to capture Mount Cook, New Zealand's highest mountain. It is often covered in cloud and today is no exception. I set up with a lake in front of me, and the mountain in the distance. No one else is around and I watch as the sky turns red. Moments like these are why I love nature, and why I love my job.

Day six involves another helicopter ride. This time it is a short 20 minute journey to the heart of Fox Glacier. We put

on our crampons and make our way across the glacier in search of a few ice caves. These caves are formed by the constant movement of the ice over thousands of years. The largest one we experience is around 250 metres long and you end up crawling (eventually on your stomach) to a depth of 50 metres below the surface. It's not good if you suffer from claustrophobia, but amazing to see the textures and patterns that compressed ice forms over a thousand years. A couple of hours later we head back to civilisation and on to Franz Josef Glacier.

The end of the day finds us on the beach at Hokitika for sunset. It's a wonderful wild beach and great for sunset photography, where even the most amateur photographer will get a great shot. It consists of black sand and pebbles, which when the surf is pumping, makes for an incredible effect. The white foamy waves crash onto the beach in a glorious contrast.

The start of day seven is cold and a bit wet. We take a sharp right turn and head across the island on the Otira Highway towards the Canterbury Plains. Before reaching the plains we pass over the Southern Alps. Some of the best scenery that New Zealand has to offer is near Arthur's Pass. The autumn colours are spectacular and we eventually make it out of the clouds around Lake Pearson.



Finally, there is some blue sky, autumn colours and great subject matter. This means another lengthy stop to get some photographs.

Descending onto the Canterbury Plains is so different from anything else in the South Island. It is a flat patchwork of agricultural country. The plains have the most amazing hedges and the roads are almost straight, which is a relief after the winding mountain roads.

We decided to head south rather than go into Christchurch. I was a bit torn and decided not to see it at its worst after the earthquake. I will save that for another day when it has returned to being the beautiful city I remember.

Day seven finishes on a high at Lake Tekapo. The Church of the Good Shepherd is situated right on the lake and is one of the most famous landmarks in the South Island. No journey to this area would be complete for me without trying to capture an image of it. Sunset is beautiful, which is just as well, because the start of day eight is very different.

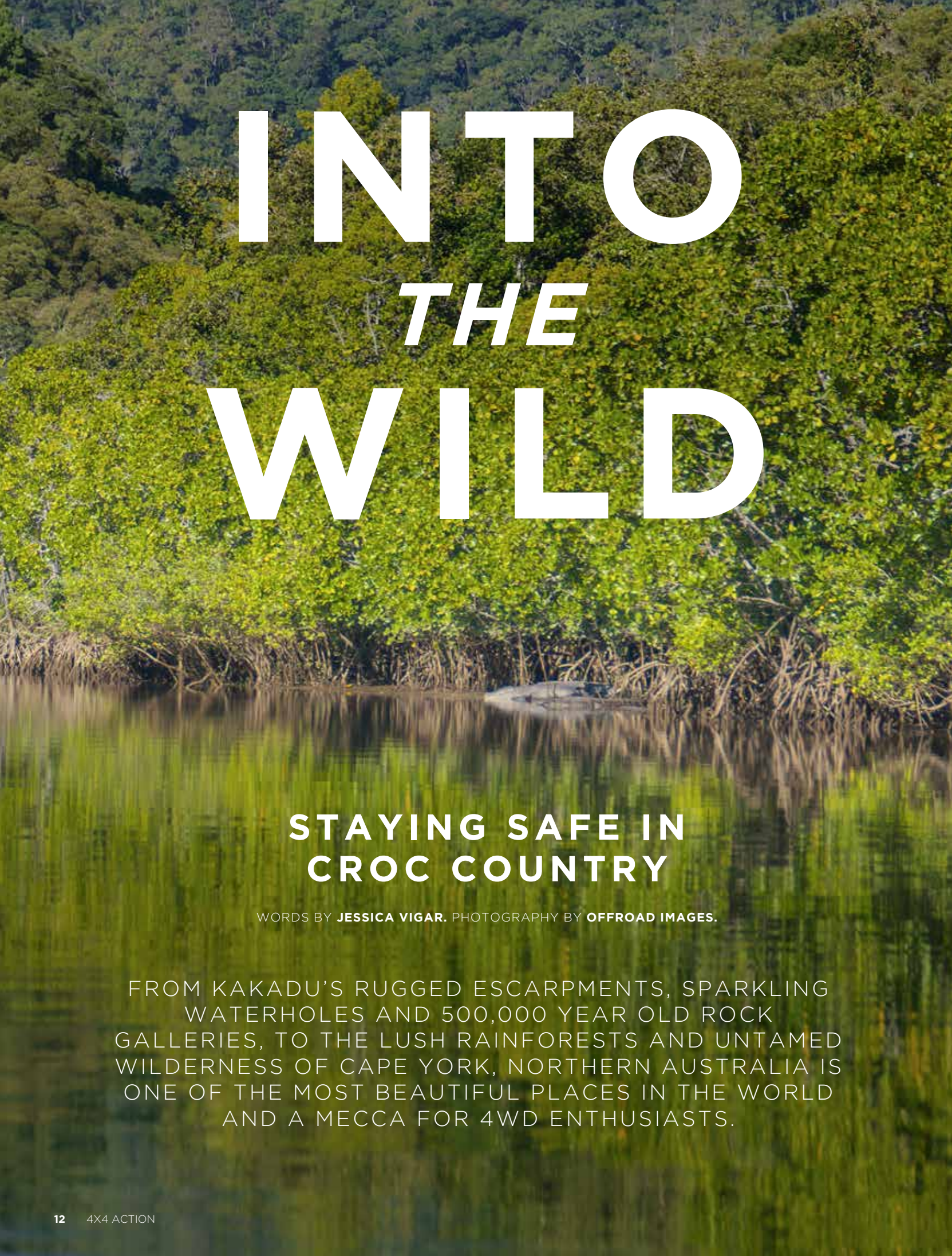
Day eight is cold, around 3°C and thick fog has set in. After a slower start to the day we head out towards the east coast and Oamaru, and on to the day's destination – Dunedin. Thankfully, the heater in the LandCruiser is working well.

If you have never been to Scotland and wondered what it is like, then a visit to Dunedin will be the next best thing. It is a city with a great history, lots of uni students, lots of pubs and a spectacular coastline nearby. There is so much to do in Dunedin. We spend the next day sightseeing, enjoying some great food and a little more of the Marlborough wine region's Cloudy Bay wine (I may have developed a drinking problem by the end of this trip).

The drive out to the eastern point at Taiaroa Head is well worth the effort – just avoid peak hour, as it can get busy. The Royal Albatross Centre is located here and it is great to visit.

Day ten is our final day in New Zealand and it was time to head back to Queenstown. We take the route through Milton and then on to Cromwell, experiencing just a little more of the South Island's beautiful landscape.

I never tire of the beautiful mountains, flowing rivers, meandering roads and the colours of autumn. Add in some real characters, great food, 2000km driving and, yes, the odd glass of wine, and we have had the 100% pure NZ experience. If you are thinking about going, I can assure you won't be disappointed.



INTO *THE* WILD

STAYING SAFE IN CROC COUNTRY

WORDS BY **JESSICA VIGAR**. PHOTOGRAPHY BY **OFFROAD IMAGES**.

FROM KAKADU'S RUGGED ESCARPMENTS, SPARKLING WATERHOLES AND 500,000 YEAR OLD ROCK GALLERIES, TO THE LUSH RAINFORESTS AND UNTAMED WILDERNESS OF CAPE YORK, NORTHERN AUSTRALIA IS ONE OF THE MOST BEAUTIFUL PLACES IN THE WORLD AND A MECCA FOR 4WD ENTHUSIASTS.



A unique wilderness remaining relatively untouched, Australia's north maintains its original beauty and diversity, hosting a plethora of wildlife. Among these, and an extremely important part of the overall health and balance of the ecosystem, are the fresh and saltwater crocodiles.

With a population estimated at over 200,000, the crocodile is considered one of the most dangerous reptiles on the planet, and with this in mind, it is imperative to know how to ensure your (and your family's) safety when in croc country.

While freshwater crocodiles can be aggressive during the breeding season (July to September), they aren't considered to be as dangerous as their saltwater cousins. Being much smaller and generally shy, the freshwater crocodile will usually retreat when approached.

On the other hand, saltwater crocodiles are extremely intelligent, territorial and the largest reptile in existence. Growing up to lengths of 4-7 metres and weighing up to a tonne, the saltwater crocodile is an opportunistic predator that feeds on just about anything that it can hunt, and this unfortunately can include our species.

While on a recent trip to Cape York with my family, I spoke with the local ranger at Chilli Beach regarding the saltwater crocodiles in the area. He mentioned

the two 5 metre locals living 1km apart on the beach that we were camped at. A few days earlier, one of these 'beauties' got hold of an adult green turtle and all that was recovered was a piece of breastbone. Needless to say, our already strict croc safety efforts were doubled after hearing that story.

HERE ARE SOME GUIDELINES TO FOLLOW NEXT TIME YOUR 4WD ADVENTURES TAKE YOU INTO...

CROCODILE TERRITORY

- Obey all crocodile warning signs. Never swim in water where crocodiles may live, even if there is no warning signs in the area.
- Never provoke, harass or interfere with crocodiles, even small ones.
- Never feed crocodiles; not only is this extremely dangerous, it is also illegal in Australia.
- Be extra careful around water at night and especially in the breeding season, which is July to September for freshwater crocodiles and around the wet season (November to April) for saltwater crocodiles.
- Stay well back from any crocodile slide marks. Crocodiles may still be close by and may approach people and boats.
- Ensure children and pets stay away from the water's edge at all times.

CAMPING

- Camp at least 2 metres above the high water mark and at least 50 metres from the water's edge. Avoid areas where native animals and domestic stock drink.
- Avoid returning to the same spot at the water's edge to retrieve water.
- Dispose of food scraps, fish frames, bait and other waste properly, away from water and your campsite, and ensure previous campers have not left anything behind.
- Never prepare food or wash dishes near the water's edge or adjacent sloping banks.

FISHING

- Always stand a minimum of 5 metres from the water's edge when fishing.
- Be especially vigilant when launching or retrieving your boat and do not lean over the edge of the boat or stand on logs overhanging the water.
- Never dangle your arms or legs over the side of a boat, and if you fall out of the boat, get out of the water as soon as possible.

IN

ARB'S NEW ADDITION TO THE CANOPY RANGE COMBINES SOPHISTICATION, QUALITY AND TOP OF THE LINE FEATURES.

ASCENT





The recently released Ascent canopy represents a new level of design and innovation for the ARB canopy range. Developed from the ground up by ARB's engineering team in Melbourne, what really makes the Ascent canopy stand out is its well-considered, user-oriented features and a sophisticated style that seamlessly complements the look of dual cab vehicles.

A core focus of the Ascent canopy is its vanishing edge design, where the canopy integrates harmoniously with the tub of the vehicle. Forgoing the traditional black joining rail, the Ascent utilises a patented and clever canopy attachment rail that ensures a secure fitment to the vehicle's recommended hard points. Fitting the canopy to the vehicle's hard points minimises weight pressure on the vehicle tub, which has undergone a



reduction in material thickness in recent dual cab models. The hard point system has been thoroughly tested both in the engineering lab and on extreme tracks to ensure a secure and reliable fitment that can handle any terrain.

Frameless, curved and tinted glass further ensures a sleek appearance from all angles, while aerodynamic styling includes an integrated rear spoiler to aid airflow over the rear door, and a slimline canopy vent, which provides positive pressure inside the canopy to reduce dust ingress.

The canopy uses specially formulated, heavy duty ABS plastic designed for temperatures ranging from -20°C to 90°C, which is then vacuum formed using precision moulding to exact, class-leading specifications.

Among the many unique features of the Ascent canopy is the remote central locking for the rear door and side lift up windows, which is activated by the key remote. With a core focus on vehicle security, the remote central locking is also set up so that if the vehicle is unlocked and the vehicle doors have not been opened, the vehicle and canopy will auto lock as per the vehicle specifications. Should the battery in the vehicle remote go flat, the supplied key will unlock the canopy doors.

Another notable feature of the Ascent is the lack of external handles. The Ascent incorporates electronic latching for the rear door and side lift up windows, thereby replacing the need for handles and, importantly, providing an easy one-handed operation to lift or close the glass. The buttons to unlatch the rear door and lift up windows are discretely located in the rear door grip and along the front edge of the canopy. When unlatched, the glass will lift slightly until fully opened by the operator.

The double curved rear door and side windows incorporate frameless, tempered automotive glass rated to international standards. 5mm thick with a dark grey tint (28% visual light transmission), the tempered glass is an added security for your belongings. A clear, lift up front window provides unobtrusive rear vision and the ability to clean the exterior surface of the vehicle cabin and canopy glass.

Internally, the Ascent canopy features smooth clean lines, maximum space and concealment of all fasteners and wiring loom, where possible. An internal 36 LED light is mounted above the rear door and incorporates a three-way switch which can be set to turn on automatically when the rear door is opened or alternatively overridden by the incorporated switch for either On/Off/Door.

Also close to the rear door is a yellow anti-entrapment dial, which allows the Ascent's rear door to be locked or unlocked from within the canopy itself.

Finished in a cool grey colour, the internal cabin also benefits from thorough research and design to reduce dust and water ingress. Along with the slimline vent, which provides

constant ventilation and positive pressure to reduce dust entry through the tailgate, the Ascent canopy features thermoplastic seals and high specification adhesive. A special seal for the lower rear door corners is also incorporated to reduce visual daylight and potential for water and dust entry – a common issue found in other canopies on the market.

An exhaustive research, design and testing program was undertaken, involving FEA, thermal testing, durability, load testing and harsh terrain to prove the Ascent canopy can handle everything from work sites to campsites.

Like all ARB canopies, the Ascent range is backed by a three year, 60,000km warranty. Available now for the Ford Ranger, the Ascent canopy models for more dual cab vehicles will become available in the coming months.

> Contact your local ARB store for more details, part numbers and pricing.



WHAT'S ON

Keep busy during the next few months with these events.

AUGUST

QUEENSLAND OUTDOOR ADVENTURE AND MOTORING EXPO

1-3 AUGUST
Toowoomba QLD
www.adventureexpo.com.au

WIDE BAY AND FRASER COAST HOME SHOW AND CARAVAN CAMPING EXPO

15-17 AUGUST
Maryborough QLD
www.widebayhomeshow.com.au

ARB ALBURY EXTENDED TRADING DAY

16 AUGUST
Albury NSW
www.arb.com.au/stores/arb-albury
Tel: (02) 6021 2477

AGQUIP

19-21 AUGUST
Gunnedah NSW
www.farmonline.com.au/events/agquip/

ROCKHAMPTON HOME SHOW AND CARAVAN, CAMPING, 4X4 AND FISHING EXPO

22-24 AUGUST
Rockhampton QLD
www.rockhamptonhomeshow.com.au

ARB CAIRNS OPEN DAY

30 AUGUST
Cairns QLD
www.arb.com.au/stores/arb-cairns
Tel: (07) 4035 3350

ARB OSBORNE PARK OPEN DAY

30 AUGUST
Osborne Park WA
www.arb.com.au/stores/arb-osborne-park
Tel: (08) 9244 3553

SEPTEMBER

PENRITH CARAVAN, CAMPING AND HOLIDAY EXPO

5-7 SEPTEMBER
Penrith NSW
www.caravan-camping.com.au

TOWNSVILLE HOME SHOW AND CARAVAN CAMPING EXPO

5-7 SEPTEMBER
Townsville QLD
www.townsvilleexpo.com.au

MACKAY CARAVAN CAMPING AND BOATING EXPO PLUS SPRING HOME SHOW

12-14 SEPTEMBER
Mackay QLD
www.australianevents.com.au

TASMANIAN OUTDOOR, BOAT AND CARAVAN SHOW

12-14 SEPTEMBER
Prospect TAS
www.tasoutdoorshow.org.au

ORANA CARAVAN, CAMPING, 4WD, FISH AND BOAT SHOW

19-21 SEPTEMBER
Dubbo NSW
www.campingshow.com.au

HENTY MACHINERY FIELD DAYS

23-25 SEPTEMBER
Henty NSW
www.hmfd.com.au

ARB WENTWORTHVILLE OPEN DAY

27 SEPTEMBER
Wentworthville NSW
www.arb.com.au/stores/wentworthville
Tel: (02) 9631 7889

OCTOBER

SYDNEY 4WD AND ADVENTURE SHOW

17-19 OCTOBER
Eastern Creek NSW
www.sydney.4wdshow.com.au

SUNSHINE COAST HOME SHOW AND CARAVAN CAMPING AND BOATING EXPO

17-19 OCTOBER
Bokarina QLD
www.sunshinecoasthomeshow.com.

ORANGE NATIONAL FIELD DAYS

23-26 OCTOBER
Borenore NSW
www.anfd.com.au

CANBERRA HOME, LEISURE, CARAVAN, 4WD AND CAMPING SHOW

24-26 OCTOBER
Mitchell ACT
www.canberrahomeshow.com.au

TOOWOOMBA SPRING HOME SHOW AND CAMPING AND LEISURE EXPO

24-26 OCTOBER
Toowoomba QLD
www.toowoombahomeshow.com.au

MUD, BULLS AND MUSIC

30 OCTOBER – 2 NOVEMBER
Kilcoy QLD
www.mudbullsandmusic.com.au

SUBSCRIBE



If you've enjoyed reading this edition of ARB 4x4 Action, and you're itching to get your hands on more news from ARB, simply fill in this coupon, and all the latest will be delivered straight to your door.

Simply drop it into your local ARB store, or send it via mail or fax to:

Subscribe/Unsubscribe
ARB Corporation Ltd
PO Box 105
Kilsyth VIC 3137
Fax: (03) 9761 6807

Go to www.arb.com.au to subscribe or update your details.

Please tick one of the following:

I would like to receive news on ARB's latest products and special offers

I no longer wish to receive news on ARB's latest products and special offers

First Name: _____

Surname: _____

Address: _____

Suburb: _____ Postcode: _____

State: _____

Country (if not Australia): _____

Company: _____

Title: _____

Phone (AH): _____

Phone (BH): _____

Mobile: _____

Email: _____

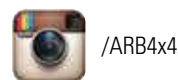
Contact me by: email post

Make Model Year

Vehicle #1 _____

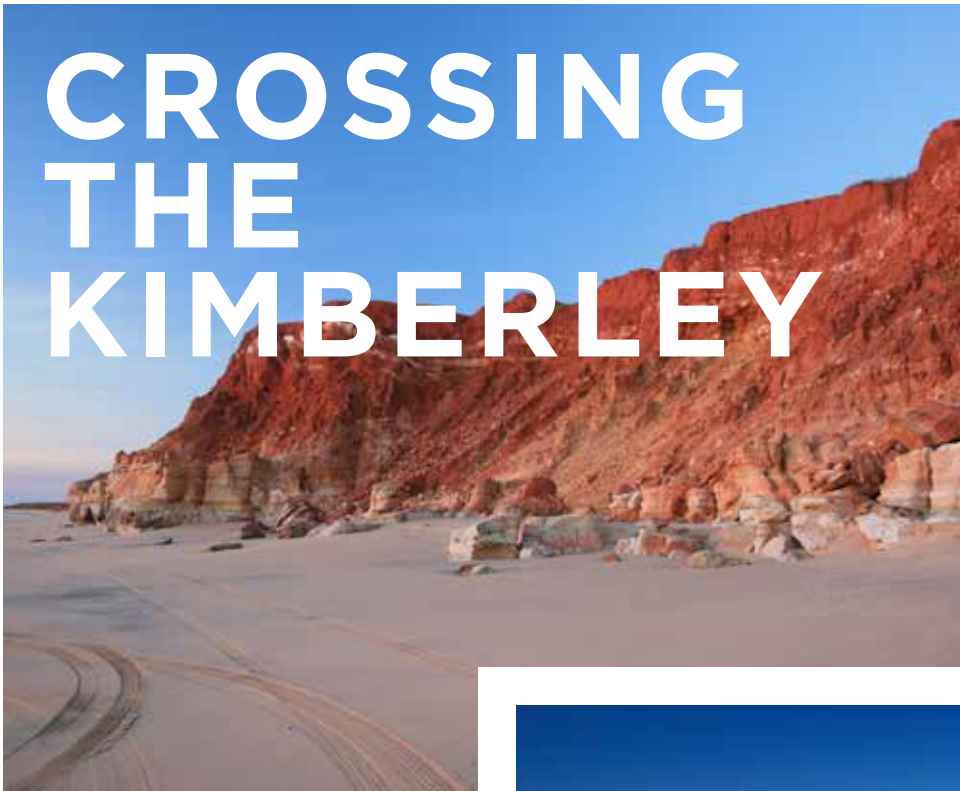
Vehicle #2 _____

ARB respects your privacy. Information provided by you on this form remains strictly confidential. We do not sell, share or rent your details to third parties. This form is for use by Australian domestic markets only. For international enquiries, please contact exports@arb.com.au.



In Issue 39, Len Beadell was erroneously described as 'infamous'. ARB apologises unreservedly for the misrepresentation and in no way meant to denigrate Mr Beadell or his valued contribution to Australia.

CROSSING THE KIMBERLEY



For the past seventeen years, the Variety 4WD Explorer event has travelled into some of the most luscious, remote and remarkable countryside Australia has to offer, all while raising much needed funds for Variety – the Children’s Charity.

ARB is pleased to have partnered with Variety – the Children’s Charity for the 2014 ‘Crossing the Kimberley’ event.

The Kimberley is one of Australia’s hidden treasures with an immense and complex landscape that encompasses spectacular gorges, waterfalls and cave systems, pockets of lush rainforests and an astonishing variety of wildlife.

The 2014 ARB Variety 4WD Explorer is a ten-day adventure taking 4WD vehicles and their owners off the bitumen and on to challenging yet fun dirt roads and tracks. The ARB Variety 4WD Explorer caters for 4WD enthusiasts of all abilities, with plenty of experienced drivers on the course ready to help out if the need arises.

While this event is designed for those longing to explore the great outdoors, the backbone of the 4WD Explorer, as with all Variety events, is to raise money for Queensland kids who are sick, disadvantaged or have special needs, and participants of the ARB Variety 4WD Explorer event are required to pay an entry fee of \$550, and each car is required to raise a full tax-deductible donation of at least \$5,000 prior to the event.

4WD Explorer participant from Queanbeyan, Dan Hughes, who makes the pilgrimage each year to join the ultimate off road adventure, says the event is a great opportunity to get out there and see a beautiful part of Australia.

“We looked at the trip and thought there is no better way to actually go up there unless you’ve got other people doing it and you’re doing it for a good cause.”

Only 5 spaces are left for the 2014 event, so visit www.variety.org.au/qld4wdexplorer to join this amazing adventure.

HEADS UP

**BRIGHTEN YOUR NIGHT
WITH THIS HANDY LED
HEAD LAMP.**



IDEAL FOR THE CAMPSITE, VEHICLE RECOVERY AND BREAKDOWNS, OR ANY TIME YOU NEED HANDS FREE LIGHTING, THE ARB LED HEAD LAMP HAS A POWERFUL 5W CREE® LED THAT PRODUCES UP TO 300 LUMEN – AMPLE LIGHT FOR MOST SITUATIONS.

Delivering up to seven hours run time, the head lamp features a comfortable elastic head band, adjustable hinge for vertical beam adjustment, and an anodised aluminium body with focus adjustment for wide or narrow beam.

The lightweight head lamp also features three light functions (300 lumens, 180 lumens and flashing) for versatility out on the tracks. Three Energizer AAA batteries are included for immediate use.

This handy addition is available now from your local ARB store or stockist.

► PART NO: 10500050
PRICE: \$29.95



**THE
BIG**

50

**ARB NOW HAS
50 STORES
ACROSS AUSTRALIA,
FOLLOWING THE
OPENING OF OUR
BIGGERA WATERS,
BROKEN HILL AND
PAKENHAM OUTLETS.**

ARB has come a long way since its inception in 1975, and with 50 stores and over 120 stockists around Australia, we have never been in a better position to deliver the best 4x4 accessories no matter where your travels take you.



BIGGERA WATERS

Close to major shopping outlets and a cinema, ARB Biggera Waters boasts a modern, new showroom and is perfect for your post and pre trip vehicle inspections. The second Gold Coast based store for Glenn and Shaneen Sweeney, who own the successful ARB Burleigh Heads store, ensures that no matter where you are on the Gold Coast, an ARB store is nearby.

The new store is situated at 23 Gateway Drive in Biggera Waters and offers the full range of ARB accessories. ARB Biggera Waters also houses 10 fitting bays with fully qualified auto technicians on hand to service and kit out your vehicle for your next off road adventure.

BROKEN HILL

Previously known as Silver City 4WD, ARB Broken Hill is run by the Oliver family, who have owned and operated this Outback 4x4 store and stocked ARB goods for 25 years.

As the gateway to the Outback, and often a much-earned pit stop for most Outback travellers, the ARB store in Broken Hill is based at 40 Crystal Street and offers all the necessities to keep you going on your trek.

Delivering full service and repairs, the store also operates a safety stop brake test unit, along with wheel alignment and suspension testing.

PAKENHAM

With an ARB store in Dandenong, the Lyon family has expanded their operations further east, opening up ARB Pakenham. The new store, at 20 Commercial Drive, is situated in the new dealer hub of Pakenham and boasts a massive, brand new showroom.

With four service bays and an extensive line up of ARB accessories in store, ARB Pakenham promises to be the go-to place for 4WD accessories.

Branch manager Adam Snell says, "With the opening of a store in a high growth suburb like Pakenham, we are looking forward to growing with the demand and providing high quality 4WD accessories for local enthusiasts."

VISIT WWW.ARB.COM.AU FOR YOUR NEAREST ARB STORE.

HEAD INSTORE!



**TO CELEBRATE ARB
OPENING ITS 50TH STORE,
WE'RE GIVING AWAY
50 ARB HEAD LAMPS!**

TO BE IN THE RUNNING, SIMPLY TAKE
A SELFIE WITH YOUR CURRENT TORCH
AND UPLOAD THE IMAGE ONTO
PROMOTIONS@ARB.COM.AU.
COMPETITION CLOSSES 31ST AUGUST 2014.

PARADISE REEF

Words by **Carlisle Rogers**. Photography by **Carlisle Rogers & Shane Smith**.

COFFIN BAY NATIONAL PARK IS THE DIAMOND IN THE ROUGH AT EYRE PENINSULA.

Discovering a place like Coffin Bay National Park is a bit like winning the lottery. You are shaken, at first. Then you realise, deep down, that you are never going to be the same.

What it lacks in area, it makes up for in startling and varied landscapes. Jutting out like the hammer on a pistol from the southern extremity of the Eyre Peninsula, it has a coastline that seems designed to face in every direction at once.

The run into the park from the tiny hamlet of Coffin Bay is paved for a few kilometres, the country salt scrub affording brief views out over the fragmented coastlines of Port Douglas and Mount Dutton Bay to the north.

To the south you can access and drive on Gonyah Beach. The water here is whipped into a frenzy most of the time by the steady pulsing southeast winds. They carve the Coffin Bay sand dunes into shifting trapezoids, pushing them inland all day long before the hot northern winds push them back toward the dawn-calmed sea.

The coastline from here all the way up to Ceduna is littered with reefs, islands and rock shelves. Sailors named the landscape to warn off those who followed them – Point Avoid, Cape Catastrophe, Mount Misery and, of course, Coffin Bay, all hold within their names a history of maritime woes. Sudden Jerk Island and Horny Point must have some other kind of history.





The paved road extends south to Point AVOID and north to Yangie Bay. The former is just a lookout, with views to Golden Island and back east down Gunyah Beach with the Coffin Bay Dunes broken occasionally by rocky outcrops and the sun glinting off a 4WD cruising the beach looking for gutters.

Yangie Bay offers a few camping options. You can camp right where the bitumen ends in an area that is great for groups but not as beautiful as the bush camping on the northern side of Yangie Bay. The track leading up to the bush camps is fairly overgrown, but when you come scraping out of the branches and see the bay unfolding there, a tabletop of aquamarine glass, the short trip is worth it. You can camp anywhere along the beach here, and there are a few great sheltered spots at the treeline. A track winds past the beaches but eventually dead-ends.

It takes three solid hours to get out to the furthest point on the Peninsula, Point Sir Isaac. It is a 55km journey, so that should give you a fair idea of the state of the track if you're only averaging 19km per hour. Strewn with exposed rocks or long sandy sections that regularly trap unsuspecting surfers, the going is slow up the main track until you get past Black Springs, a sheltered campground on the northeast flank of the peninsula. The track winds up through tall dunes and eventually drops back down onto Seven Mile Beach for the run up to Morgans Landing. This is a classic spot. Beach driving is always fun, but the water here is shallow and iridescent, the blue turning indigo in a sharp line that hugs the shoreline and marks the exposed reef.

The ochre and white sand dunes that line the middle of this beach are a magnet for travellers. Every day, even if the rest of the park is empty (which, staggeringly, it often is), this is a busy crossroads of 4WDs parked on the beach against the backdrop of the sculpted dunes and boats anchored in the calm waters, their denizens coming ashore, drawn by the lines cut in the sky by these pale pink pyramids.

At sunset, the dunes change completely. Instead of white laced with blood-red sand, they reflect the dark blue of the evening sky between white ripples and transform themselves again. It's worth hanging around to watch this happen, and the closest campground is just a few kilometres up the beach at Morgans Landing.

Morgans offers several small, bollarded campsites just behind the dunes and is well-protected from the winds that sweep through the tops of the trees.

From here, the track breaks up into a spider web of interlocked trails running through the natural high meadows that make up the centre of much of the peninsula. You can run straight south toward Sensation Beach. Open to the Southern Ocean, you can drive on the beach, and there are some great gutters for snapper, Aussie salmon and whiting.

To the west lies Reef Point, a spectacular outcrop of rock shelf from limestone cliffs that seems to catch every tiny bit of swell that comes roaring in from Antarctica. A southwest swell here, with the remnants of the southeast wind that blows all summer long across the peninsula, makes for

**TO THE WEST LIES REEF
POINT, A SPECTACULAR
OUTCROP OF ROCK
SHELF THAT SEEMS TO
CATCH EVERY BIT OF
SWELL ROARING IN FROM
ANTARCTICA**



some epic, hollow waves at the edge of the rock shelf. These long-distance, low-frequency waves have travelled without interruption for thousands of kilometres before hitting the first obstacle of the rock shelf.

The biggest travesty of Reef Point is that you aren't supposed to camp here, and there isn't an officially sanctioned campsite within 45 minutes of the place. I'd bet my hat that plenty of surfers have crashed in their station wagons here, waiting for a dawn session of barrels.

This edge of the world coastline has a ghostly feel to it. The bare vegetation is scattered in a tessellated pattern, spread wide to share the rare rains that come when the wind blows from the southwest. Between the burned-green skin-like texture of these succulents, the white limestone is slowly and meticulously disassembled, grain by grain, by the interminable wind.

"If you're going to come here without being bored out of your mind, make sure you bring some mull along."

Thus Mullalong was named, I'm told, by one of the first locals to hole up here with his 'old lady' surfing this picture-perfect left-hand point. In my travels, this is one of the prettiest, easiest reef breaks I have ever come across... it's world class, yet beginner-friendly. The track in has a brief

steep section, with plenty of warning, but it is the heaviest bit of 4WDing on the island.

The northern tip of the peninsula is called Point Sir Isaac. Named for Sir Isaac Coffin, the same bloke they named the bay after, this finger of land extends out into the mouth of Coffin Bay. The white sand beaches are fringed by the same rust red rocks that you see in Tasmania's Bay of Fires, and the track runs around the rim of the finger up a rocky hillside, providing views out over the Southern Ocean, nothing but indigo horizon in every direction.

For such a small parcel of land, Coffin Bay is a long labyrinthine tube of sand dunes, limestone cliffs and landscapes that vary as wildly as anything on the mainland. Coffin Bay is a lost treasure – a playground for anyone who wants to venture off the beaten track without the kind of overland expedition that a journey to somewhere like the Kimberley entails.

And perhaps the name of the place needn't be a dire prophecy linking the local great whites with the subterranean fear in every surfer's heart, but it can be a gentle warning to see this place before the coffin comes. You get one chance at this exploring game, and Coffin has warmed my jaded heart.



ENTER TO WIN!

4WD TOURING AUSTRALIA IS GIVING AWAY ITS BIGGEST PRIZE EVER - A TOYOTA LANDCRUISER 80 SERIES WORTH \$80,000 - AND YOU COULD WIN IT!

SIMPLY SUBSCRIBE TO 4WD TOURING AUSTRALIA FOR 12 OR 24 ISSUES, AND YOU'RE IN THE RUNNING TO WIN. VISIT WWW.4WDTOURING.COM.AU TO SUBSCRIBE AND ENTER.

FAST FACTS

LOCATION

Coffin Bay National Park is on South Australia's Eyre Peninsula approximately 300km to the west of Adelaide and 46km west of the town of Port Lincoln. The park contains a long peninsula and a spectacular coastline of limestone cliffs and white sand surf beaches. Fuel is available at Coffin Bay Township and at Port Lincoln.

CAMPING

Camping is available within the Yangie Bay camping area, with fees payable on entry to the park. The majority of the park to the north of Yangie Bay is 4WD access only.

4WD accessible campgrounds are located at Black Springs, Big Yangie, Morgans Landing and The Pool. Campers are advised to carry in their own drinking water and firewood. The collection of firewood is prohibited within the park and total fire bans are often in place between November and April. The use of generators is not permitted on days of total fire ban.

For more info, visit: www.environment.sa.gov.au/parks



GRAND OLD MAN

OWNERS OF THE JEEP GRAND CHEROKEE WK2 2011 ON CAN
NOW ENJOY THE SUPERIOR PERFORMANCE THAT COMES
FROM AN OLD MAN EMU SUSPENSION UPGRADE.



Old Man Emu now offers a range of tuned and matched integrated suspension systems engineered specifically for the Jeep Grand Cherokee WK2. These solutions stand in stark contrast to numerous aftermarket suspension systems on the market that are only available in a single configuration, targeting lift height.

Determining the right aftermarket suspension for your 4WD can be extremely complex and demands special attention to many factors and requirements, and the OME range ensures the right suspension is available to suit how the vehicle is outfitted and the conditions it will encounter.

When OME's engineers set out to develop an integrated suspension system for the Jeep Grand Cherokee WK2, key considerations were focused on lift, load carrying and comfort. Offering 40-50mm of lift for improved bump stop travel and off road capability, the suspension system features longer travel shock absorbers to improve down travel in unpredictable terrain.

An extensive testing program was undertaken to ensure the fully integrated OME suspension systems performed brilliantly both on the road and in tough off road conditions.

As standard with any new product developed by Old Man Emu, extensive testing was conducted including Finite Element Analysis on the front clevis design to optimise strength and stability. In addition to this, high speed temperature testing was performed on the front shock absorbers to assess thermal transfers of the internal cartridges.

Six units were simultaneously tested under various conditions; with and without internal cooling, with and without greased internal spaces and two standard







Nitrocharger-equivalent production units. Results from these tests determined that optimal efficiency was achieved by maintaining a minimal air gap, and so the shock absorber was redesigned to help reduce shock absorber fade and ensure outstanding performance on corrugated roads. Comparative analysis between the original suspension and OME's suspension system was a key part of an extensive fatigue testing program. Three samples of each shock absorber were tested on the MTS shock dyno. OME sample tests for the front suspension were halted between five and six million cycles with no evidence of cracking, fatigue or deterioration, and the rear suspension was found to be six times stronger than the original equipment.

FRONT SUSPENSION

Three spring options were created for each engine variant in order to cater for a range of front accessory fitments. Each front strut option was tuned to match the spring weights and minimise the frequency of bump stop contact and top out events.

A challenge experienced within the manufacturing process of the front strut was the physical length, which is currently the longest body shock absorber in the OME range. A significant development project was undertaken to model and optimise the clevis design using 3D CAD modelling and Finite Element Analysis (FEA). After careful consideration, a forged and machined clevis was designed which is considerably stronger and more durable than the original equipment.

A unique design feature of the front suspension is an outer body assembly, housing a twin tube cartridge that increases the overall strength and strut assembly. A front trim packer was also developed to assist with fine-tuning ride heights.

REAR SUSPENSION

A 50mm lift was achieved and two progressive rate spring designs were created to cater for medium loads and constant loads of 200kg. As the Jeep WK2 is available with an optional tow pack, two different designs needed to be created.

The tow pack option introduces a factory Nivomat (self-levelling) rear shock absorber that has a different top pin mount and different extended and compressed lengths. With two different shock designs and two springs to cater for loading options, this resulted in four different shock options for the rear.

Further to FEA testing, extensive physical tests were conducted to verify all computer-aided engineering and also to benchmark the Old Man Emu suspension systems against the original suspension.

The thorough research, design, testing and manufacturing program behind the OME range means owners of the Jeep WK2 can be assured they are purchasing one of the best aftermarket suspension systems on the market.

For more information or details on the stockist nearest you, head to www.arb.com.au.





EASTERN PARADISE

Words & photography by **Ken Duncan**

**DISCOVER A LITTLE POCKET OF PARADISE IN
THE MACDONNELL RANGES.**



When you travel, it's always comforting to arrive in a place where you feel welcome, and it is easy to say that the eastern MacDonnell Ranges are paradise.

This is Albert Namatjira Country and it's clear to see why one of Australia's most famous indigenous artists loved this place so much. The area changes dramatically through the seasons, and I have seen this kaleidoscope of nature in flood and in drought. The national park is well managed by rangers who are friendly to all.

When visiting this region, I often base myself at Glen Helen Resort, which is close to some of the best locations and usually has a helicopter based there. It's an amazing place for aerial photography or sightseeing, especially in early morning or late afternoon light. The pilots normally allow you to have the doors off for photography, which is the best way to go.

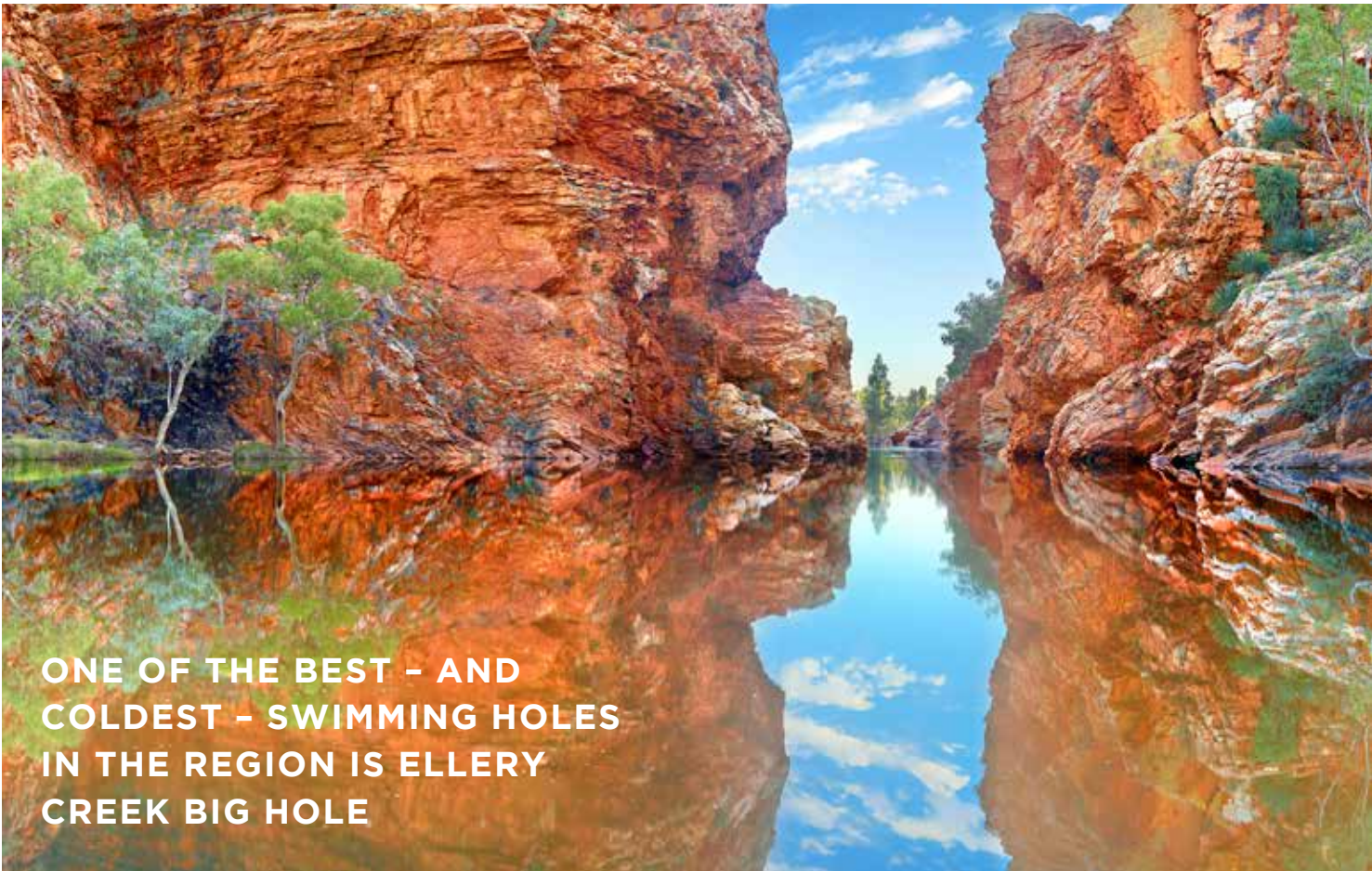
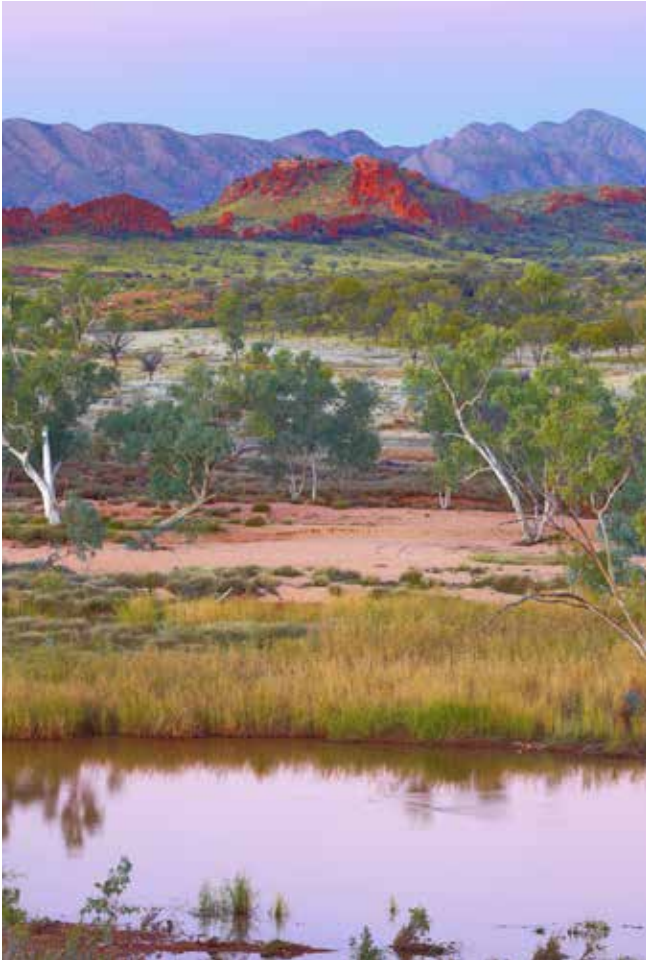
The resort may only have a 3-4 star official rating but in my book it deserves a million star rating. Colin and Sheila O'Brien – real Aussie legends – manage this place for the local indigenous people. Over the years they have made me feel completely at home when I stay with them. Just don't get them started talking about birds, or you may never be able to leave.

Glen Helen is also great for camping and if you get sick of cooking for yourself, you can take advantage of delicious meals in the restaurant. In the heat of the day you can cool off right on your doorstep in the beautiful Glen Helen Gorge. Most people just go down for a swim and a look at the gorge, but there is more! You can borrow an inner tube from Colin and swim through the gorge, then walk up the river. About a kilometre upstream is an amazing formation called the Organ Pipes (make sure you take a dry sack for your camera gear and shoes). Mount Sonder Lookout, within walking distance from Glen Helen, is a wonderful place to watch the sunset.

Nearby Ormiston Gorge is another breathtaking oasis. It is usually a good swimming spot and is great for photos. I remember one time as I arrived at the parking area, an elderly man came up to me and said excitedly, "Quickly go down to the gorge and you will see some Blue Tits." I was shocked! What was he talking about? I know the water is cold in these swimming holes but surely he's not saying what I think he's saying? Then I noticed his binoculars and realised he was a bird watcher and speaking about the feathered variety. What a relief. There is certainly abundant bird life to be enjoyed.

One of the best – and coldest – swimming holes in the region is Ellery Creek Big Hole. If you want a refreshing dip, this is the place. If you love photography, follow Ellery Creek downstream about a kilometre to find some stately river gums. There are many other places to see in this area but you need to find them for yourself. After all, life is an adventure – no effort, no reward.





ONE OF THE BEST - AND COLDEST - SWIMMING HOLES IN THE REGION IS ELLERY CREEK BIG HOLE



If you are interested in seeing more beautiful country and some real indigenous art, pay a visit to Ikuntji Art Centre at Haast's Bluff. You will need to phone ahead to make arrangements and if they are open you can purchase art directly from some of the best indigenous artists in the country, at reasonable prices. Dealing directly with the art centres helps all concerned.

The indigenous people of this area are family to me. We have been working with them on the Walk a While project for over 10 years now and we hope to soon have a permanent presence in the form of a creative technology arts centre in the Haast's Bluff community. That centre will house state-of-the-art equipment to give the indigenous people access and training in the latest technology, which will help them find gainful employment in photography, cinematography and music. This arts exchange will also open doors for tourism, creating local jobs for indigenous people.

The term Walk a While comes from the indigenous belief that if you want to really know someone, you must be prepared to walk a while together. This is reconciliation in action – we all learn from each other. I'm grateful to ARB for their great support on this exciting project. If you want to know more about Walk a While, go to www.walkawhile.org.au.

WRANGLING NEW PRODUCTS



**THE JK WRANGLER GETS AN UPGRADE WITH NEW
PROTECTION EQUIPMENT FROM ARB.**



Jeep JK Wrangler owners can benefit from the latest design and engineering principles with the release of new front and rear protection systems.

Giving owners the option to customise to suit their needs, ARB has released a deluxe bull bar and a winch bumper. The deluxe bull bar comes with the option to fit a low mount winch up to 10,000lb, including Warn's industry-leading Zeon winch. An aesthetically appealing cover panel is available for owners looking for a non-winch application. Manufactured from durable steel and featuring a superbly engineered, air bag compatible mounting system, the deluxe bull bar offers the option of two powder coat finishes – traditional satin black (perfectly suited for colour coding) and textured black.



The textured black powder coat finish is uniquely formulated to replicate the appearance of automotive grade black plastic, with an ultra-low sheen and matte finish. Manufactured in Australia and the result of a partnership between ARB and the largest global manufacturer of powder coatings, this proprietary polymer blend delivers incredible resistance to damage from sources such as road debris, surface abrasion, weathering, acid spotting and off road use. While colour coding is not available, the textured powder coat requires no ongoing maintenance and features a synthetic PTFE wax, giving the textured powder coat self-cleaning capabilities for resistance against dirt and road grime.

The deluxe bull bar also features a completely new frame design, as well as redesigned tow points to allow for improved approach angle. Retaining the OE fog lights, the deluxe bar incorporates Hi-Lift jacking points and can accommodate a range of IPF and ARB Intensity LED driving lights.



As an alternative option to the deluxe bull bar, ARB has also released a winch bumper for JK Wrangler owners who want the protection of a steel bar with winch and driving light provision, while retaining the visual appeal of the seven slot grille of the JK.

Designed without a centre hoop tube, the winch bumper is equally suited to winch and non-winch applications and features all of the strength and user-friendly features of the deluxe winch bar. Both front protection systems feature a specially engineered wing brace design that allows for 37" tyres to be fitted (with suitable suspension lift and rim offset), while the durable steel construction offers maximum protection for off road adventures. Available with either a satin or textured powder coat finish, the winch bumper delivers superior protection and aesthetics.

A new rear protection system is also available for the JK Wrangler. Offering one of the strongest carrier-to-vehicle mounting assemblies available on the market, the wheel carrier assembly is bolted to the rear bar via a heavy duty, 130mm long carrier hub featuring self-lubricating sintered bronze bushes. The mounting structure bolts directly onto the chassis bracket assembly for maximum strength and durability.

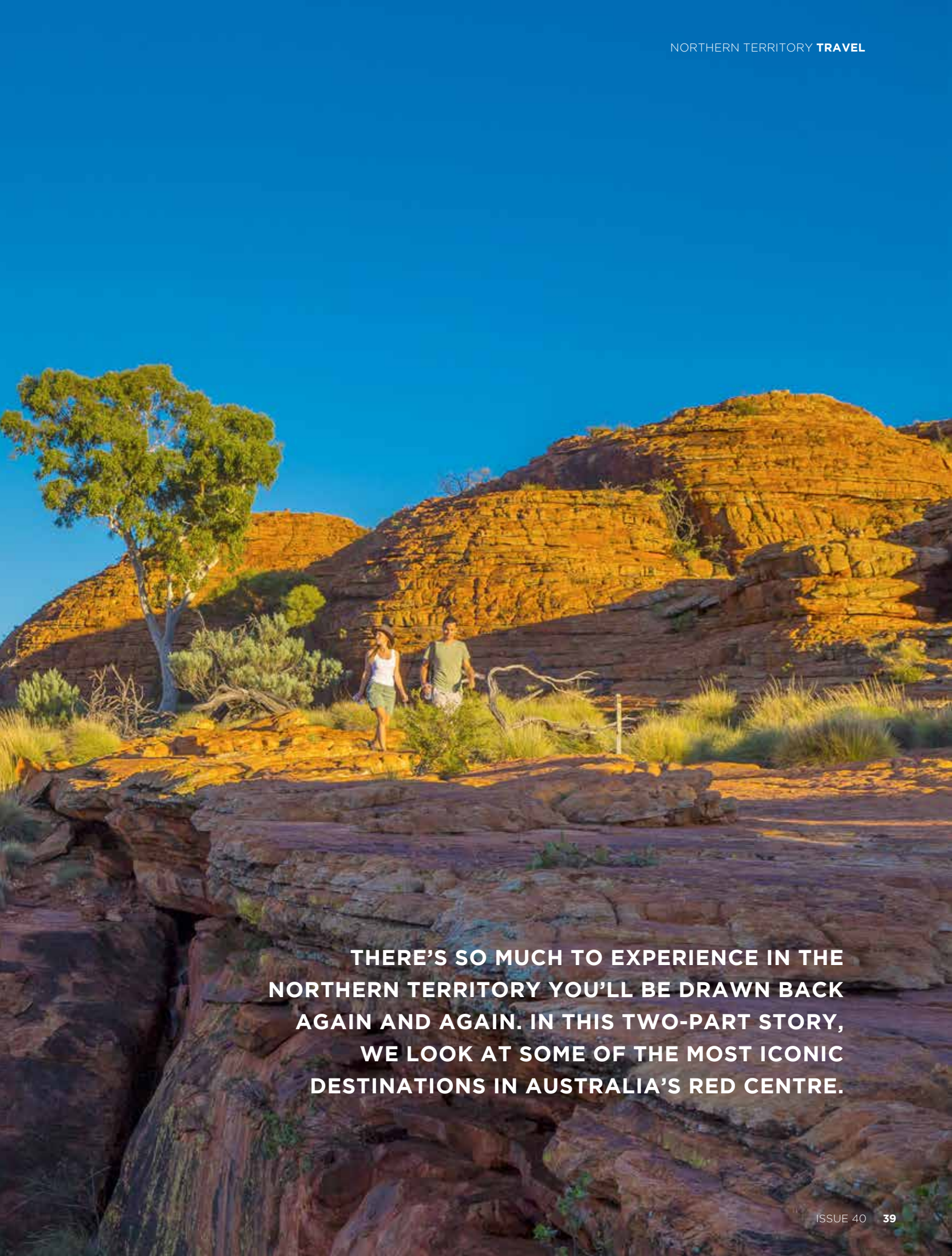
The adjustable wheel carrier mount allows for fitment of up to 40" tyres, and features a Hi-Lift jack mount. In line with ARB's other wheel carrying designs, the wheel mount plate is slide adjustable to cater for a range of wheel offsets. The wheel carrier features a swing away design and polyurethane bush which reduces unwanted vibrations whilst allowing the carrier to move freely with any chassis rail flex during extreme off roading.

Both the front and rear protection systems are available now from your local ARB store. For more details, visit www.arb.com.au.

RED CENTRE ICONS

Words by **Dean Mellor**. Photography by **Offroad Images**.





**THERE'S SO MUCH TO EXPERIENCE IN THE
NORTHERN TERRITORY YOU'LL BE DRAWN BACK
AGAIN AND AGAIN. IN THIS TWO-PART STORY,
WE LOOK AT SOME OF THE MOST ICONIC
DESTINATIONS IN AUSTRALIA'S RED CENTRE.**

I have been here many times before... and I am constantly drawn back. The first time, some 25 years ago, I felt the need to touch it, to climb its almost impossibly steep face, striving to reach its summit under a searing sun to look over the surrounding desert landscape like some kind of Outback conqueror. But now I'm content to just gaze upon its ever-changing hues.

There really is no place on earth like it. Rising 348m out of the surrounding desert landscape, Uluru stirs the emotions like nothing else. Like a chameleon, it constantly changes its colours depending on its environment and, as it does so, it changes the way it makes you feel.

No trip to the Red Centre is really complete unless you take in the wonders of Uluru, so when we were planning our recent Northern Territory adventure we made sure that we set aside plenty of time to experience this beating heart of Australia's Outback.

The Red Centre is undoubtedly on every 4WDer's bucket list, but even if you've ticked it off yours and you've already 'done' The Rock, there's no way you've experienced everything this amazing part of Australia has to offer.

There is simply so much to explore and do in the Red Centre and, despite its geographical distance from Australia's coastal capitals, it really is an easily accessible destination, especially for those with a well-equipped 4WD.

Like any good adventure, this one started with an idea: to visit some of the most iconic Red Centre attractions and get a taste and feel for this extraordinary part of the Outback. Despite only having a week to spare, basing ourselves in Alice Springs meant we had an excellent springboard from which we could easily reach the points on our planned itinerary.

That itinerary evolved several weeks prior to departure while poring over maps of the region. We already had a general idea of the places we wanted to see, and Uluru was a no-brainer, but we had to figure out the best route that would allow us to make the most of our short time in the NT.

Early in the planning process, photographer Michael Ellem of Offroad Images and I met up for a coffee to discuss our objectives. Anyone who's travelled with a professional photographer before will know that there are special requirements around sunrise and sunset; in other words, you have to arrive at your destination to set up well before the sun sets in order to get the best shots and, the following morning, you have to roll out of your swag well before sun-up to ensure you are ready for that perfect moment. And as photographing the Red Centre was our *raison d'être*, Michael's requirements were of paramount importance on this trip.

I had dug out several maps for our planning meeting but in the end only one was required: Hema's Great Desert Tracks North Centre sheet. While I tried to unfurl my unwieldy paper map in the confines of a tiny café in Sydney's Inner





**LIKE ANY GOOD ADVENTURE,
THIS ONE STARTED WITH AN
IDEA: TO VISIT SOME OF THE
MOST ICONIC RED CENTRE
ATTRACTIONS TO GET A
TASTE AND A FEEL FOR THIS
EXTRAORDINARY PART OF
THE OUTBACK**



West, tech-head Michael simply pulled out his iPad, which had all the relevant Hema maps loaded into it. Nevertheless, I persisted with the old-school paper map as it still offers the best overall picture of an area, especially when you're in the planning stages.

As Uluru is situated south-west of Alice Springs, we decided the best way to make the most of our time would be to focus on destinations to the west of the Stuart Highway; west to Glen Helen Gorge, Gosse Bluff and Kings Canyon, south to Uluru and Kata Tjuta, then back north to Alice Springs via Rainbow Valley. We had then planned to spend a day driving to Ruby Gap via Arltunga, although once on the trip, and partially due to the weather conditions we would encounter, we would revise our itinerary and omit this locale to the east of Alice in favour of an overnighter in Palm Valley to the west.

Our party consisted of six souls: Michael and I, here to capture the images and words respectively, Bec Dawes and Cory Gale from Tourism NT, along with Bec's parents Kim and Geoff. We all met up early on a Saturday afternoon at ARB's impressive Alice Springs store. In the days prior, Michael had driven to Alice Springs from Eldee Station in Outback NSW, in his amazingly well-equipped Mazda BT-50, while I flew in from Sydney that day, and would be driving ARB Alice Springs' kitted-out Toyota HiLux.

After introductions and a few happy snaps out the front of the store, we sorted out our gear, had a final look over the map and were on our way west out of Alice on Namatjira Drive.

Our destination for the night was to be Two Mile campsite on the Finke River near Glen Helen Gorge, so named due to the two miles of white sand along the riverbank that makes for a magnificent bush camp. Two Mile campsite is only 120km from Alice Springs and the road is sealed all the way, so despite our relatively late departure we arrived well before sunset. Before we had the chance to roll out our swags, however, we parked the vehicles atop Mount Sonder lookout, which overlooks the campsite and the West MacDonnell Ranges, with Mount Sonder (the highest point of the range) standing tall.





**THE SOUNDS OF DINGOES
IN THE DISTANCE WOKE ME
FROM MY PEACEFUL SLUMBER
JUST PRIOR TO SUNRISE**



For those without a 4WD, Mount Sonder marks the end of the popular Larapinta walking trail, which winds its way 223km through the West MacDonnell Ranges to this point all the way from Alice Springs. If you get the urge to climb the 1380m high Mount Sonder, you don't have to complete the marathon Larapinta Trail; you can walk the much shorter trail from the nearby Redbank Gorge car park.

As the sun dropped slowly below the horizon the picture before us changed dramatically, the harsh daylight replaced by an ochre glow off the ranges and gentle pink and purple hues filling the sky, while the white trunks and green leaves of the river gums lining the Finke River stood out in stark contrast to the surrounding landscape. Standing here at this time of the evening, it becomes abundantly clear where famed Aboriginal artist Albert Namatjira drew his inspiration.

After soaking in our first sunset of the trip, we made our way back down to the campsite to find a nice spot beside the river. While setting up camp after sunset isn't ideal, we had little to do other than roll out our swags on the sand, as we were a mere five-minute drive from the Namatjira Gallery Restaurant at Glen Helen Resort where we were booked in for dinner. We might have been sleeping in a bush camp, but we certainly weren't roughing it!

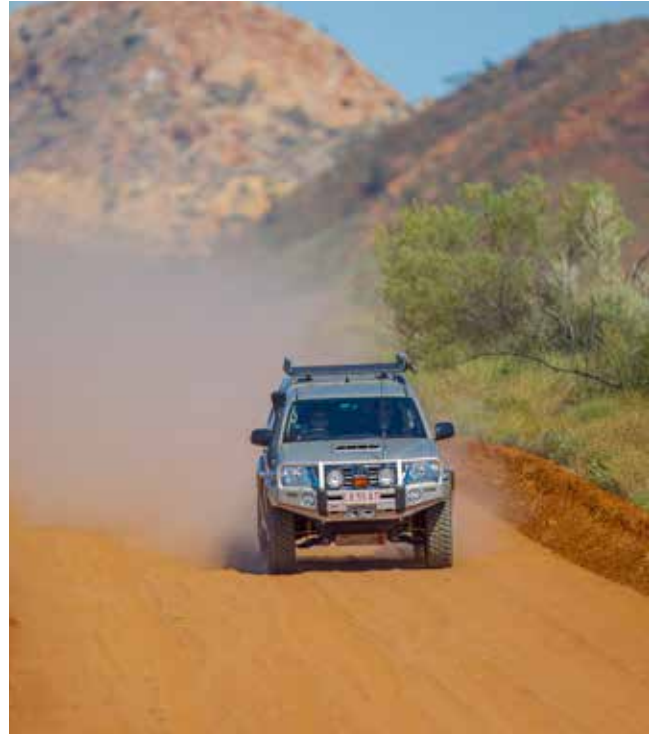
If bush camping isn't your thing, Glen Helen Resort offers a range of accommodation options from motel rooms, stockman's quarters, fixed tents and caravan and camping sites. In addition there's fuel, supplies and a well-stocked bar, and you can book a range of tours and helicopter flights if you have the time to further explore this amazing area.

After a couple of drinks and a delicious meal at the restaurant, we made our way back to the campsite under a star-filled sky and settled in for the night. It'd been a while since I'd escaped the city lights and as I lay in my swag gazing at the Milky Way, I relished the chance to witness several shooting stars streak across the night sky before I drifted off to sleep.

The sounds of dingoes in the distance woke me from my peaceful slumber just prior to sunrise, and as I unzipped my swag I was surprised at how warm it was this early in the morning. It appeared as though the weather gods would be on our side. As the sun started to gently light the sky an hour or so before it peeked over the horizon, a sole pelican drifted along the Two Mile waterhole, which is also home to black swans and several duck species. Despite our proximity to 'civilisation' it felt as though we could've been in the middle of nowhere.

We headed back to Glen Helen Resort for a cooked brekky with the impressive Glen Helen Gorge as our backdrop. While Michael wandered around the gorge taking photos, the resident pink galah, called G, decided his shoulder would make a good perch. G then befriended Geoff and myself, showing a preference for blokes over those of the fairer sex.

We were back on the road at a reasonable hour on day two and once again heading west on the now unsealed Namatjira Drive... after, of course, another photo opportunity. We pulled up at Tylers Pass, only about 50km up the road, to take in the breathtaking view of Gosse Bluff

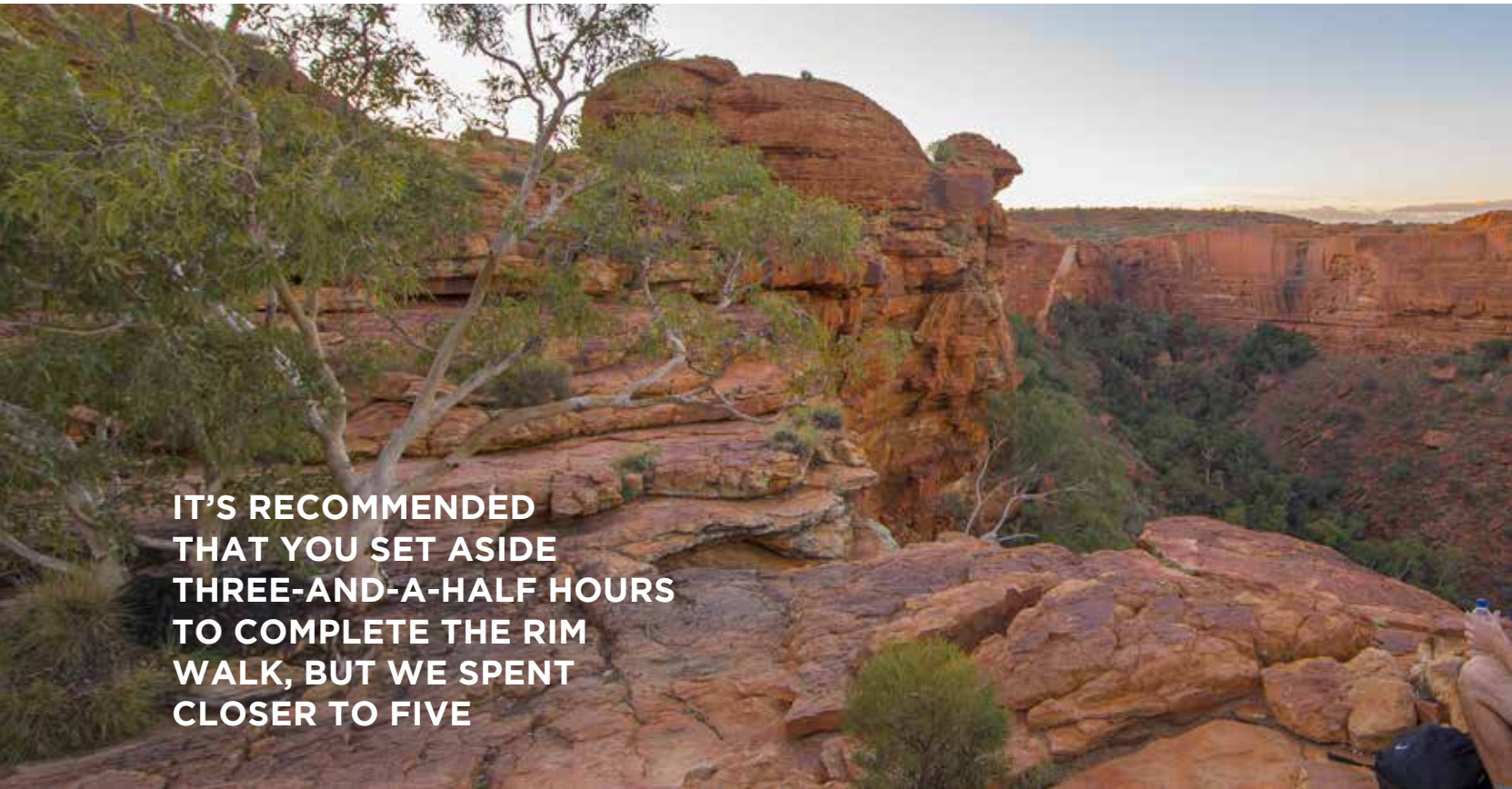


(Tnorala). Gosse Bluff is one of the biggest impact craters on earth; it was formed 142 million years ago when a comet struck the earth, has a 5km circumference and rises 180m above the surrounding desert. It's impressive to say the least, and the view from Tylers Pass allows you to take in its entirety.

The Western Arrernte Aboriginal people have a different explanation for Tnorala; they believe it was formed when a group of women danced across the sky as the Milky Way and, during the dance, one mother put down her baby in a wooden baby carrier, which then toppled over the edge of the dancing area and crashed to earth. The carrier is said to have transformed into the rock walls of Tnorala.

After a pleasant chat with a couple towing a camper trailer, both retired teachers doing volunteer work in the Red Centre, we left the lookout and continued on to Gosse Bluff, parked the vehicles and began the walk to the top of the crater wall. Although it's only a short climb, the track is quite steep and rocky, so care should be taken, but the view from the top is well worth the effort. Standing at a place like this certainly fires up the imagination; what we could see in front of us was only a fraction of the original impact site which, 142 million years ago, was two kilometres deeper than it is now with a circumference of some 20km! And while weathering has diminished this crater significantly over time, it's still a mighty impressive site.

Back down at the car park, we stocked our centre consoles with snacks, sweets and water, and were soon on our way. Just 18km from Tnorala, Namatjira Drive intersects with the Mereenie Loop Road (permit required), which would lead us all the way to Kings Canyon. We still had more than 160km of unsealed road to get there, and Michael was keen to arrive in plenty of time to do a reconnaissance prior to sunset.



**IT'S RECOMMENDED
THAT YOU SET ASIDE
THREE-AND-A-HALF HOURS
TO COMPLETE THE RIM
WALK, BUT WE SPENT
CLOSER TO FIVE**

We rolled into Kings Canyon Resort with plenty of time to spare, so we fuelled the vehicles and had a look around; we would be having dinner here later in the evening. We then doubled back about 5km to where we'd earlier spotted a great place to photograph what would turn out to be another spectacular sunset, this time witnessing the changing colours of the rock that forms Kings Canyon. Impressively, as the sun dropped below the opposing horizon, the sky behind the canyon illuminated with eerie-looking streaks of light as though some sort of cosmic energy was emanating from the rock structure itself.

As the sky's pink and purple hues were replaced by the appearance of the first few stars, we headed back to Kings Canyon Resort for dinner. Like the previous evening's meal at Glen Helen, the food on offer here is brilliant; I can personally recommend the barramundi, which is accompanied by a delightful mango salsa.

It would've been nice to have a few drinks with dinner but we abstained as we wouldn't be staying here for the night. Instead, we were booked into the fixed-tent accommodation at Kings Creek Station some 23km down the road. I have stayed here in the past but rolling in at night gave it a very different appearance, and it wasn't until I saw the comfortable fixed tent I'd be sleeping in that it started to feel familiar.

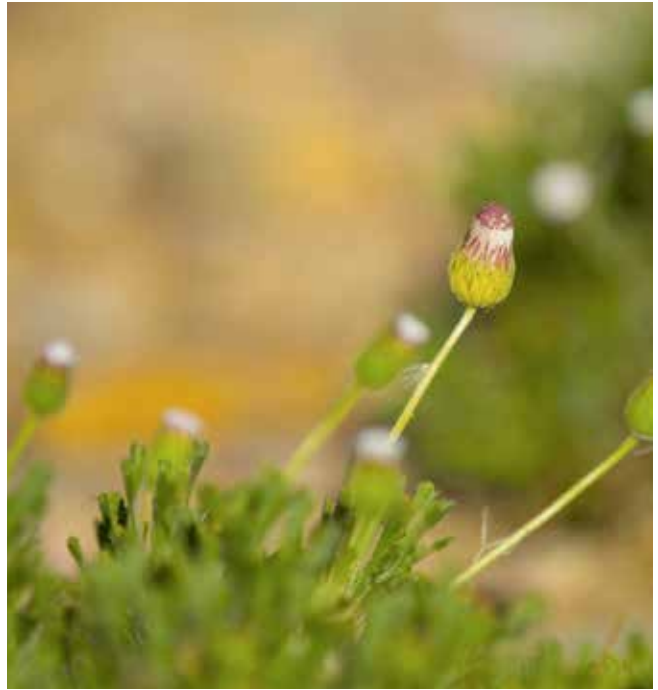
It was significantly cooler than the previous night so we got a decent fire going and had a couple of beers and chocolates for supper. We wouldn't be having a late night, however, as we'd only have a few hours' kip before we'd be driving back to Kings Canyon for sunrise.

The kind folk at Kings Creek Station had organised some brekky packs for us and after a quick shower we were on the road for the 20km drive to Kings Canyon (Watarrka). Driving in remote areas such as this at night really makes you appreciate quality lighting on a vehicle, and the ARB Intensity LED driving lights fitted to the BT-50 lit up the dark road brilliantly. Our early start ensured we were amongst the first pre-dawn arrivals at Kings Canyon and, after we all made sure we were carrying plenty of water, we started the steep climb that marks the beginning of the 6km Kings Canyon Rim Walk.

The first part of the Rim Walk is a challenging and at times steep 500-step climb, but we made it to the top in time to catch another spectacular sunrise. We'd picked a great spot for this, too, from where we could see across to the other side of the canyon and down to the canyon floor, which is full of lush vegetation including river red gums and cycad ferns.

The cliffs around the Rim Walk are more than 300m high and vertically drop to what is called The Garden of Eden below, and the Kings Creek running through the bottom; the overhanging rock ledges are a staggering sight, especially when you make your way around to the other side of the canyon and glance back at the precarious-looking rocks on which you'd previously been walking.

It's recommended that you set aside three-and-a-half hours to complete the Rim Walk, although we spent closer to five hours soaking up the grandeur of this unique environment. Nevertheless, we made it back to Kings Creek Station in plenty of time for an early lunch of hamburgers and quality coffee.







Feeling refreshed, we jumped in the vehicles for the 300km-plus drive to Uluru; 170km south along the sealed Ernest Giles and Luritja Roads, and then 140km west along the Lasseter Highway. Just 85km shy of the entry to Uluru Kata Tjuta NP, we pulled up at Curtin Springs for an ice cream. Then, a little further up the road, we got our first glimpse of Uluru (Ayers Rock) and Kata Tjuta (The Olgas) in the distance, from the top of a spectacular red sand dune just off the highway.


It was early afternoon when we made it to the Uluru sunset viewing area. Even in the harsh light, with the sun still high in the sky, the massive sandstone monolith before us was still an utterly amazing and imposing site, changing its mood as clouds drifted between it and the slowly setting sun.

In the end, we were treated to possibly one of the best sunsets I've ever experienced here; at one point there was

a shadow on the top of The Rock, sunlight illuminating its bright orange base, golden clouds in the background and shafts of light striking out from behind it. No matter how many times you steal a glance at Uluru, it's the rock that just keeps on giving. It truly is a peaceful and spiritual place that is bound to touch the heart of anyone who lays eyes on it.

After exhausting our camera fingers, we pulled out the camp chairs and took the time to simply reflect upon this privileged experience. We were only halfway through our Red Centre adventure, but surely this would be the highlight... or would it? We still had plenty to see and do ahead of us.

Continue the Northern Territory adventure with Dean Mellor in Issue 41.



STANDING HERE AT THIS TIME OF THE EVENING, IT BECOMES ABUNDANTLY CLEAR WHERE FAMED ABORIGINAL ARTIST ALBERT NAMATJIRA DREW HIS INSPIRATION



KINGS CANYON (WATARRKA)

Kings Canyon was formed over many millions of years as wind, rain and floodwaters widened and deepened a crack in the Mereenie Sandstone, which eventually reached down to the softer and deeper lying Carmichael Sandstone, which now forms the rubbly lower slopes of the canyon. As the Carmichael Sandstone eroded, it undercut the upper Mereenie Sandstone, and blocks sheared away and tumbled down.

As you walk around Kings Canyon you'll notice ripples preserved in the lower layers of the Mereenie Sandstone. These ripples are evidence that there were once shallow lakes at Watarrka, millions of years ago.

The area of Kings Canyon known as the Lost City is a series of rock domes. They are the result of erosion of vertical cracks in the sandstone. The domes on top of the range started as cube-shaped blocks bounded by intersecting cracks. Wind and rain have gradually worn away the sides and top corners in the last 20 million years, to the point where now the blocks have become domes separated by flat rock.

To the Luritja people of the Watarrka area, the domes are young kuninga (western quoll) men who travelled through here during the Tjukurpa (Dreamtime).

At the bottom of the canyon, the desert waterholes such as The Garden of Eden are an important source of life for plants, animals and people. The traditional owners of Watarrka NP welcome visitors but ask that people stay out of the waterhole just as they do.



ARB ALICE SPRINGS

Matt Wyatt and his team at ARB Alice Springs deserve a big thanks, firstly for loaning us their Toyota HiLux and secondly for sorting out a few niggling issues Michael Ellem had with his Mazda BT-50.

When travelling to a place like the Red Centre, it's great to know that you have the backup of such a great team on hand if something goes awry, or even if you need to pick up some more gear for your trip.

ARB Alice Springs
30 Stuart Highway
Alice Springs, NT 0870
Tel: (08) 8953 0572
Email: alicesprings@arb.com.au

IN BRIEF

Mereenie Loop Road

The \$5 permit to travel the Mereenie Loop Road route can be purchased at:
Tourism Central Australia Visitor Information Centre
Gregory Terrace, Alice Springs
Tel: (08) 8952 5800
Open: Mon-Fri 8am-5pm; Sat-Sun and Public Holidays 9am-4pm

Glen Helen Resort

Namatjira Drive, Alice Springs
Tel: (08) 8956 7489
Open: Daily 7am-10pm

Hermannsburg Petrol Station

Larapinta Drive, Alice Springs
Tel: (08) 8956 7480
Open: Mon-Sat 8.30am-5.30pm; Sun 10am-5.30pm

Kings Canyon Resort

Watarrka National Park
Tel: (08) 8956 7442
Open: Daily 6.30am-9.30pm

Kings Creek Station

A working cattle and camel station, Kings Creek Station offers a range of accommodation options including fixed tents (called Safari Cabins), powered and unpowered campsites, and even remote or romantic accommodation packages, which include a chopper ride to an exclusive campsite in time for sunset drinks and dinner, swags around a campfire and then a chopper flight back to the station in the morning for a cooked breakfast. Activities include camel safaris, helicopter flights and quad safaris.

Kings Creek Station
Tel: (08) 8956 7474
res@kingscreekstation.com.au
www.kingscreekstation.com.au

THE RIGHT STUFF

When you're travelling in a place like the Red Centre, having the right vehicle and equipment will ensure you have the best possible experience. Having recently tested a standard Toyota HiLux for *4X4 Australia* magazine, I was amazed by the much better ride quality and handling of the ARB-equipped HiLux we used on this trip.

In addition to the impressive Old Man Emu suspension kit, the HiLux is kitted out with a range of items that also improve its off road capability, its fuel range and its general suitability as a recreational touring vehicle.

Here's a list of the accessories fitted to the HiLux:

- ARB deluxe winch bull bar
- ARB side rails & steps
- ARB rear step tow bar
- Warn 9500lb XDC-S winch
- IPF HID driving lights
- ARB auxiliary battery tray, Century 100A/h deep-cycle battery, Redarc BCDC1225 charger
- ARB under vehicle protection
- ARB recovery point
- Old Man Emu suspension system
- The Long Ranger 140L replacement fuel tank
- GME TX3345 80ch UHF and AE4018K1 antenna
- ARB CKMTA12 twin on-board compressor with 4L air tank and tyre inflation kit
- Front and rear ARB Air Lockers
- ARB canopy
- Outback Solutions drawer system
- ARB canopy roof rack
- ARB 2.5m awning
- CSA 'Tanami' 17-inch alloy wheels
- 265/70R17 BF Goodrich Mud-Terrain KM2 tyres

NOTHING OLD ABOUT OLD MAN EMU SUSPENSION



**MODERN VEHICLES
REQUIRE TOP OF THE
RANGE SUSPENSION
THAT HAS UNDERGONE
EXTENSIVE DESIGN,
ENGINEERING AND
TESTING. FIND OUT
WHY OLD MAN EMU IS
TOP OF ITS CLASS.**



ARB invests substantial capital into research and design each year, with the aim always being to enhance the safety and functionality of modern 4WDs, in particular those used in rugged environments.

Through its Old Man Emu brand, ARB engineers a unique range of fully integrated suspension systems that offer optimum levels of comfort, load carrying capability and control characteristics that are tested and manufactured to meet Australian Design Rules and relevant Australian standards.

Prototype shock absorbers and springs are tested and modified in a variety of terrains and with varying loads to ensure that each shock absorber and spring combination is ideally suited to a vehicle, its varying weights and the terrain it is to encounter.

Among the formidable array of testing and validation undertaken, Old Man Emu suspension is assessed for Electronic Stability Control and ANCAP compatibility, as well as legal GVM upgrades.



ELECTRONIC STABILITY CONTROL

Electronic Stability Control (ESC) is a compulsory driver assist system in modern vehicles that aims to maintain control of the vehicle in all situations, but particularly when emergency manoeuvres are required. The ESC system computes the level of dynamic stability by taking inputs from a number of sensors. If the ESC system determines that the vehicle is out of control, it can apply brakes to individual wheels and cut throttle to keep the vehicle on its intended direction.

As part of each new development project, OME engineers perform a number of tests using both computer modelling and real world driving to assess the impact that aftermarket suspension components, raised ride heights and additional weight has on ESC. Old Man Emu engineers conduct in-house testing that simulates the requirements of ADR35/03, once again ensuring that ESC is not affected by OME suspension.

In addition, ARB has significantly invested in extensive computer aided testing with Bosch, Australia's experts in ESC, at the Australian Automotive Research Centre (AARC) in Anglesea, Victoria. Recent testing aimed to assess the effects of aftermarket modifications on Sine with Dwell manoeuvres, the compatibility of OME suspension components with ESC in accordance with ADR35/03, and to validate in-house OME development and testing procedures. Results from the testing confirmed that the Sine with Dwell performance complied with the relevant ADR35/03 requirements, and also revealed an increase in performance, particularly on heavily loaded vehicles.

After receiving the test results from Bosch, OME engineers performed extensive work to further validate ARB's in-house development procedures to ensure an ongoing compatibility between Old Man Emu suspension, ARB accessories, and ESC.

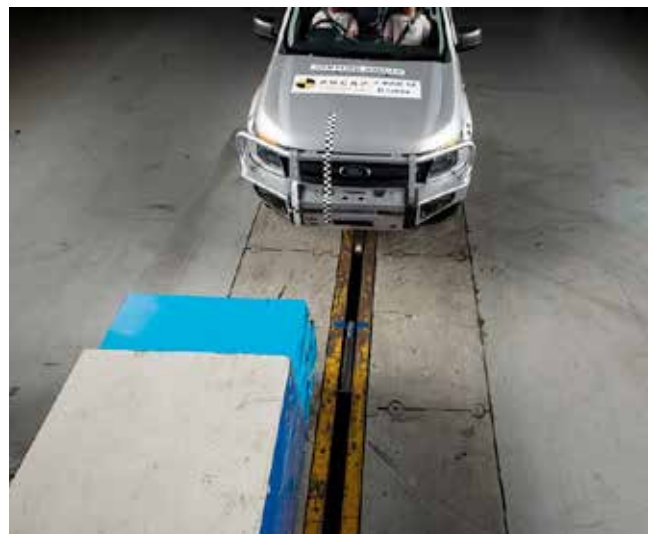


GROSS VEHICLE MASS (GVM) UPGRADES

The GVM is the maximum a vehicle can weigh when fully loaded. All vehicles have a legal GVM as part of the vehicle manufacturer's overall ADR approval. If a vehicle exceeds these limits, it could become unsafe, the owner fined and any insurance voided.

To combat these issues, ARB offers GVM upgrades in line with ADR requirements for a number of new vehicles. Old Man Emu GVM upgrades are only granted by the Federal Department of Infrastructure and Transport after detailed tests have been carried out by expert engineers.

All OME GVM upgrades are based on the combined front and rear axle loadings, as published by the vehicle manufacturer. This follows sound engineering principles by staying within the proven capabilities that the vehicle manufacturers have established for their axle, thereby maintaining the vehicle's reliability and warranty.





ANCAP COMPATIBILITY

The Australasian New Car Assessment Program (ANCAP) independently rates new vehicles on standard measures of safety performance. New vehicles are awarded or deducted points based on a combination of test categories and scientific criteria. All vehicles are assessed under identical testing standards and conditions. Following crash tests, data is gathered and assessed using internationally recognised protocols, and star ratings are determined for the vehicle. Points are also awarded if the vehicle is fitted with safety features such as Anti-lock Braking System (ABS), ESC and seatbelt reminders. Vehicles are tested by ANCAP in their production line condition and without modifications such as aftermarket suspension and GVM upgrades.

As a market leader in aftermarket accessories, ARB has taken the step of submitting a vehicle for ANCAP testing. The vehicle tested was a Ford PX Ranger utility fitted with an ARB deluxe combination bull bar and Old Man Emu suspension. The resulting test revealed that the fitting of an ARB deluxe combination bar did not affect the Ranger's ANCAP 5 star rating for occupant protection.

It is important to note that the results achieved in testing by ARB cannot be extrapolated to other suspension brands on the market due to the particular care that has gone into the design and engineering of ARB's Old Man Emu suspension systems to be compatible with a vehicle's safety features.

Owners of Old Man Emu suspension kits and GVM upgrades can be satisfied that they have products that are engineered and manufactured not only to maintain maximum functionality, but to enhance vehicle safety and performance in extreme off road conditions.





4X4 ACCESSORIES

ALL THE TOOLS



4X4 ACCESSORIES

FOR YOUR CLOSEST ARB OUTLET CALL 1300 720 744

Conditions apply, see in store or online for details. Promotion applies to the purchase of an ARB deluxe bull bar or Sahara bar, Warn electric winch and IPF Xtreme lights or pair of ARB Intensity LED lights. Promotion runs from 1st July 2014 to 31st August 2014 inclusive.

FOR THE JOB

BUY AN ARB BULL BAR, WARN WINCH AND LIGHTS TO RECEIVE A **FREE** MILWAUKEE TOOL KIT VALUED AT \$750.

MILWAUKEE KIT CONTAINS

- M12 Hammer Drill/Driver
- M12 Impact Wrench
- M12 Ratchet
- Carry Bag & Charger


OR VISIT ARB.COM.AU

Milwaukee

THE JINKY JINKY LIZARD

Photography Specifications

Camera: Canon EOS-1D MkII
Lens: Canon EF 400mm f/2.8L
Lens conversion with Extender
EF 2x II Lens = 800mm f/5.6L
Shutter speed: 1/200th of a second
Aperture: f11
ISO: 100



I had been travelling on photography assignments for magazines and commercial clients for many years, when in 2004 while around the campfire I spoke of the complete frustration I felt over not ever seeing a Thorny Devil in the wild.

Now I have impressive eyesight over distance, and I am great at spotting wildlife, but these little critters have eluded me for years. So a mate and I came up with the name 'Jinky Jinky Lizard' because that's sort of how the Thorny Devil moves... and from then on I had been dreaming of the day that I would photograph one of these creatures.

The next big trip came up, heading through the Madigan Line way back in 2005, and I spoke of my search for the Jinky Jinky Lizard. The vehicle was the 'Mighty Madigan', a 130 Defender crew cab (which was just awesome), and the other guy who was game enough to do the Madigan in a Defender was 'Deano'. We looked over every dune in search of the Jinky Jinky with absolutely no luck.

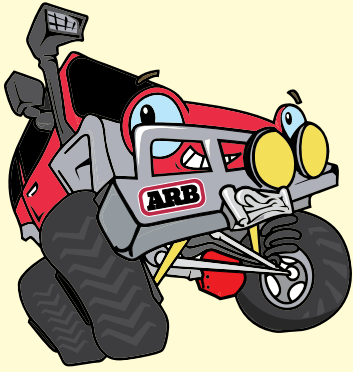
Arriving late afternoon into camp somewhere in the Simpson Desert, I continued my mission and headed off with only one thing on my mind while pushing through the sand in and around the spinifex and from dune to dune to dune...

And there it was – my first Thorny Devil in the wild.

As you might know, these guys don't just scamper off behind a tree or into a hole. So I buried myself in the sand with around \$25,000 worth of camera and lens held only a few centimetres above the dune, bringing myself to its eye level. It kind of looked grumpy at me as I think I may have been lying in its ant trail. But I tell you now, I was so excited that I had created the opportunity to see this guy and produce this image.

My first Jinky Jinky Lizard. Awesome!

Michael Ellem, Offroad Images



HEY, KIDS,
FOURBY HERE!

WE JUST LOVE GETTING ALL OF YOUR FANTASTIC DRAWINGS EACH MONTH. KEEP SENDING THEM THROUGH EVERYONE!



Jaspar

We thought Jaspar (age 10) did a fantastic job of drawing this LandCruiser tackling some forest tracks.



Oliver

This is the Patrol I hope to own one day. Driving in the NT with extra suspension driving through croc infested waters. I will put ARB stickers all over my truck. (age 5)



Curtis

Curtis sent us in this fantastic drawing of Frys Hut and a photo of him driving his own 4WD. Thanks, Curtis!



Ethan

Eight year old Ethan sent us in some photos of a very impressive 4WD and camper trailer that he built. Great job, Ethan!



Lucie

Six year old Lucie sent through this great picture of her friend Polly's new orange FJ Cruiser driving through a river.



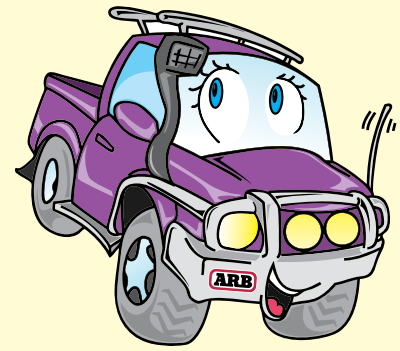
Lily

This is our camper trailer and 4x4. We are camped out on the beach in this picture. My brother and I love reading the ARB magazine with Daddy. (age 7)



Callum

Callum (age 7) drew this picture of his family's Toyota LandCruiser 80 Series on a camping trip. Great job, Callum!



Sandani

Sandani (age 8) sent in this fantastic picture of a 4WD on a family caravan trip. Thanks, Sandani!



Misha

This is my Ford Ranger. Later this year I'm travelling around Australia for a few months with my Ranger, camping. (age 9)



Cooper

This is my Dad's Prado taking on some serious mud and rock with a bull bar and a 2 inch lift kit at LandCruiser Park (age 8).



Hugh

Twelve year old Hugh drew this awesome picture of a short wheel base LandCruiser going over the Simpson.



Reuben

This is a picture of my Dad's Series 2 Land Rover. We go camping in her with a tent. It's awesome. (age 9)



Wilan

Wilan (age 9) sent us this great drawing of him looking out the backseat window of his 1993 Nissan Patrol as the family drives through Finke River National Park. Thanks, Wilan!



Kate

We are going around Australia in a 4WD (80 Series). Today we did a 4WD trip in Coffin Bay National Park. The beaches were beautiful and we had a swim. (age 5)

Every issue we'll give our favourite entry a \$50 voucher and Fourby plush toy. All other entries that are printed will receive an ARB Kids' Pack.

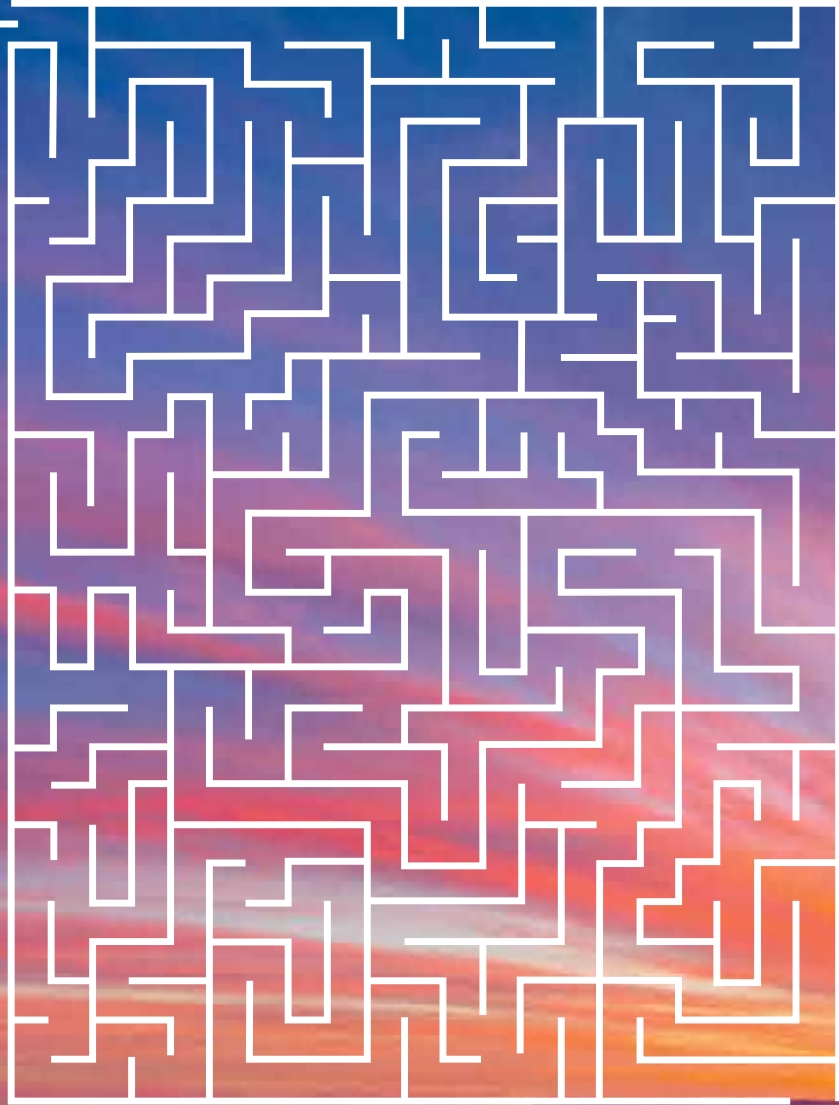
Please include your details on the back or attached to your drawing or letter, and a stamped, self addressed envelope if you want your entry returned.

Send your letters, drawings and photos to:

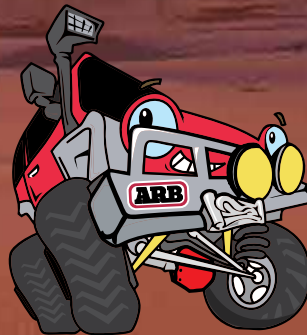
ARB 4x4 Accessories
Marketing Department
PO Box 105, Kilsyth
VIC 3137

Email: fourby@arb.com.au

Get through
the maze



Can you help Ariel
and Fourby reach their
swags before the sun
goes down?



THE ADVENTURES OF FOURBY AND FRIENDS

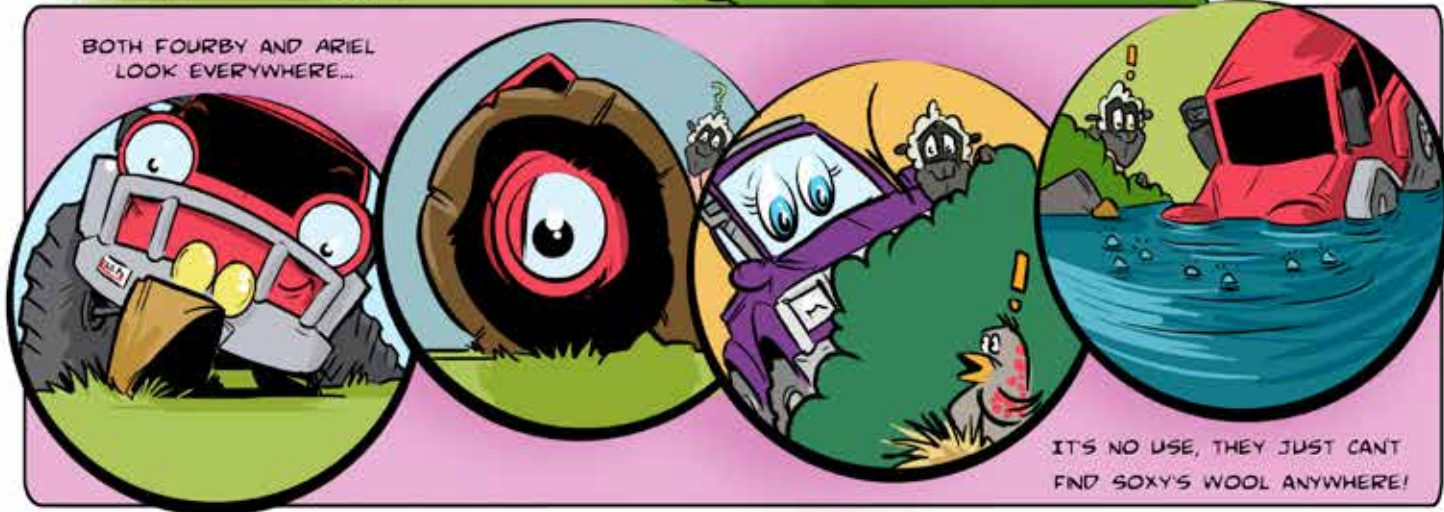


FOURBY AND ARIEL HAVE STOPPED FOR A REST ON THE WAY BACK FROM THE ARB ELDEE EASTER 4WD EVENT

ARIEL IS TALKING ABOUT ALL THE FUN THEY HAD, WHEN SUDDENLY FOURBY HEARS A NOISE.



BOTH FOURBY AND ARIEL LOOK EVERYWHERE...



FOURBY REMEMBERS THAT HE HAS A NICE, WARM HOODY THAT HE WON IN THE FAMILY TRIVIA NIGHT...



BLACK LABEL

NOW AVAILABLE WITH A MATTE BLACK CENTRE TUBE, ARB'S SAHARA BARS OFFER INCREDIBLE VERSATILITY AND FRONTAL PROTECTION, WHILE BEING THE PERFECT ALTERNATIVE TO THE LEGENDARY ARB DELUXE BULL BAR.

Understanding the needs of owners and the demand for additional ways in which to personalise their four wheel drive, ARB now offers Sahara bars with a centre tube in a unique matte black finish that is sure to enhance vehicle aesthetics.

With provisions for ARB Intensity or IPF driving lights, CB antennas, electric winch and integrated Hi-Lift jacking points, Sahara bars represent an ideal frontal protection platform for owners of a vast array of 4WDs.

Sahara bars feature ARB's iconic five fold upswept and tapered wing profile, while also incorporating a split pan design for improved strength and optimal airflow to the engine. Combined with an air bag compatible mounting system, the Sahara bar is a sound investment to protect both vehicle and

occupants in the event of an animal strike, while ensuring intrinsic vehicle safety remains uncompromised.

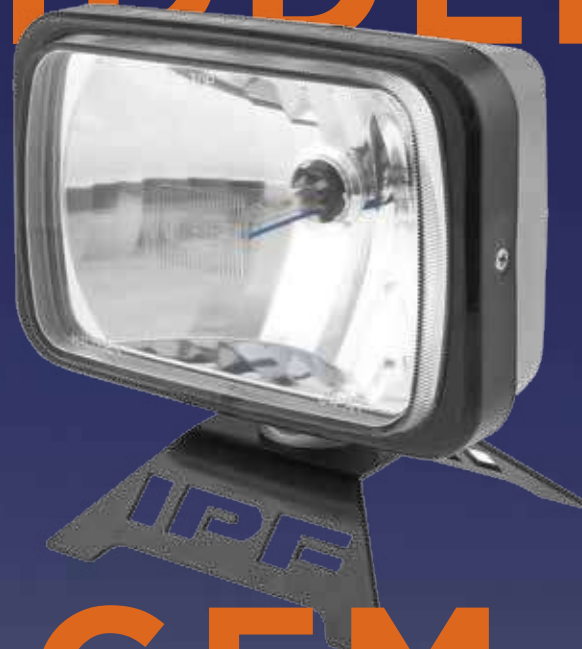
Our relentless pursuit for quality is seen throughout the entire bar. Mandrel bending produces centre tubing with even wall thickness and no visible deformation, providing incredible structural integrity and ensuring a long lasting finish.

The centre tube can be removed should the need arise, providing enhanced access to the engine bay. The matte black centre tube is optional on new Sahara bars, and available for all existing owners.

To see the difference a Sahara bar can make to your vehicle, visit your local ARB store, or visit arb.com.au.



HIDDEN



GEM

THE IPF 800 SERIES GETS A HID UPGRADE.

Recent upgrades in HID technology means 4WDers with a preference for the rectangular-shaped IPF 800 Series body can now purchase the latest bulb technology with an internal ballast. Earlier model 800 Series lights with HID bulbs required the ballast to be external to the light body, whereas the new models offer a more compact and economical option.

Available in spot and touring beam, the 800 Series lights utilise the advanced IPF 35W HID bulb with water and dust sealing for maximum life and performance. The internally mounted, high quality ballast and ignite packs allow for a cleaner look and easy mounting.

Utilising a tough, heavy gauge body, the 800 Series lights incorporate a reflector surface optimised to the bulb design for the ultimate in lighting performance.

A reinforced, multi-directional base is also featured and incorporates a stainless steel cup, die cast alloy pedestal and M12 heavy duty stem.

The optional new touring beam has been specifically optimised for rural non-highway use, delivering the best of both spot and driving beam styles. Both the spot and touring models feature a hardened glass lens for superior durability, and resistance to breakage and heat shock.

For more details, head into your local ARB store.

▶ PART NO: 800XSH2S
PRICE: \$435

▶ PART NO: 800XSH2T
PRICE: \$435



PHOTOGRAPHING WILDLIFE

Words & photography by **Michael Ellem, Offroad Images.**

GO WILD WITH THESE TIPS FROM MICHAEL ELLEM.

If you are reading this story, most likely we share two similar passions – 4WDing and photography. Your 4WD is a game changer in enabling you to explore this great land of ours while enjoying fantastic photographic opportunities at the same time. One of these is of course, wildlife photography.

Folk say never work with children or animals for a reason – that is because you have no control over what the subject will do when entering the scene. Well, this is what makes wildlife so interesting for me. For example, there are times when you hope you have read the animal's actions correctly, and the subject does exactly what you anticipated. Other times, the animal does something completely different but no less awesome.

So while all this is going on, you need to know your camera gear and its ability to achieve a desired result as best you can. When it all works, it can be extremely rewarding.

Since you are planning to get out there in your 4WD on that big trip or weekend getaway with your camera, ensure that you have a game plan on how you can get the most out of your wildlife photography.

Understanding the subject's environment can obviously help. If you plan to photograph reptiles in the middle of winter, you might have trouble finding a subject as they will most likely be hibernating. It's worth taking a little time to research before you head out.

Be camera ready and prepared to create magic. You will sometimes find that great images can be achieved from your 4x4. It's a little odd, but wildlife seem to get used to vehicles moving through an area, and although they know that you are there, they might hang around the area whilst you create some wonderful images. If your camera is locked away in the back, by the time that you have it ready, the subject may move on.

If you keep your camera bag handy, approach the subject smoothly and without sudden movement or heavy braking – you can often pull up near the subject, prep your camera for exposure settings, etc, and wind the window down a little, revealing a fabulous photo opportunity.

After you have captured some images from this position, try exiting the vehicle with minimal and slow movement, repositioning yourself for some other opportunities.



PRACTICE YOUR TECHNIQUE

There is nothing worse than having your camera settings all wrong when the subject is looking fantastic. But you can practice your camera technique to ensure that you automatically know what setting (aperture, ISO, shutter speed, etc) is needed for the look you desire.

This can be considered 'a walk in the park', but take your camera with you and allow plenty of time to achieve your goals. There is no benefit in heading out with someone who is on a mission to get from A to B in the fastest possible time. You will need to take your time to allow the opportunities to work for you without the stress of having to rush.

That bird in the tree in suburbia is fairly happy there and is not concerned with you walking along the pathway that so many others walk every day. So whilst you are walking, you can think about the exposure settings and how to use your camera, and when the opportunity arises, take your time and enjoy the moment of capturing some great images.

Head to the zoo and practice with these animals. There are many ways of creating great shots of animals in an enclosure. If you are shooting through glass or from behind a fence, ensure that the lens is as close to the structure as you can to ensure the lens cannot focus on the structure, thus reducing its distraction. Work with your focusing system as the animals move around and change the composition to keep learning. Look for textures and shapes in the animals. Be prepared to spend time in one spot.

CHANGE YOUR POSITION... MOVE THE CAMERA!

Rather than simply standing tall and shooting over the top or from the side, you might find it better to search for another angle. This change to your position may actually greatly improve your shot's look, potentially making the subject dominate the image composition. I hate to tell you, but I find the best way is to lie in the dirt and shoot with the camera almost on the ground.

Now I have already mentioned thinking about exposure settings whilst on your walk. So now that you are on your big trip, think about the potential shots just up the road and how you will achieve a result. If you have a plan, you will be more likely to succeed.

Planning your composition whilst using the focusing system available to your camera can be frustrating. I find myself constantly pressing buttons as I recompose a shot when photographing wildlife. With the camera set to track the focusing 'AI-S or AI-Servo' for Canon and 'AF-C or AFContinuous' for Nikon, the camera will continually follow the subject, providing that the auto focusing point has been established correctly. With most cameras, you are limited to how many locations that the focusing point position can be placed in, so you may find that you have to relocate this point as the subject moves around. Learn how to relocate your AF point in order to accurately focus on the subject.

This is where it can get tricky. For example, a Canon 650D has 9 points of focusing, a Canon 7D has 19 points of focus, whereas the Canon 1DX has 61 points. So as the subject, let's say it's a bird in a tree, hops around from branch to branch, if you leave the focusing point in the centre, every shot will be exactly that – the subject in the centre.

So if you want the bird to be facing back into the image, as I tend to prefer, you will need to enable this focusing point to shift around the screen, pre-empting where the bird will be to suit the composition required. With 61 auto focusing points on a 1DX, that thumb gets really busy but the results are worth the effort. This will be much simpler when using an entry level camera with minimal auto focusing points, and heaps easier when photographing a Corella than a Swallow. Basically, the more you practice this technique of changing this point, the better your experience and bigger your smile will be with the results.





A GOOD TRADESMAN NEVER BLAMES THEIR TOOLS

Let's face it: a sharp tool will do a better job than one that is blunt, if it needs to be sharp for its designed purpose. All the cameras on the current market produce awesome results if the user understands how the camera and lens will work in the environment it's being used.

Someone with an eye for creating good imagery can achieve great results with an iPhone, and people will think they might have been taken on a 'proper camera', but then someone with a DSLR might produce images that are less impressive.

Whilst a great lens and body combination can help, you don't need the most expensive camera gear to photograph wildlife, or the biggest lens. Let's face it, more people will see your images on social media than when it's hanging on your wall.

So although the more expensive lenses will focus quicker and produce sharper images, I would recommend people to try the standard lens which come with a twin lens kit first before spending big dollars on expensive glass. As you grow into this new creativity of photography, you might actually discover that scenery is more your thing and the long lens that you spent so much money on now spends more time in your camera bag.

By experiencing these cheaper lower quality lenses first up, you can make an informed decision as to how much glass

of a certain kind of lens you actually want to spend your good money on. All twin lens kits available offer fantastic results at affordable prices, and they all now include great resolution in their image capture.

This means that if you can't get close enough to the subject, don't stress. Capture your results from a distance before moving closer. Always keep in mind that you can crop into the image later, ensuring that the subject has more impact. So make the image capture count with accurate focusing for maximum sharpness and then when you are happy with the results, move closer. If the subject moves on, then you still have the shots for cropping.



Birds will often have a planned flight path, so if you watch their actions, you might be able to capture this movement by slowing down the shutter speed, creating a blurred background. Use Shutter Priority for this and work around 1/125th of a second to begin.



WHAT TO WEAR

I have never gone out in full camouflage gear to capture my results, and whilst I can appreciate how this may help, it's just not for me.

So what I would recommend is simple. Wear neutral colours without any bold logos and graphics. Stay away from warning colours like red. Wear what you think will not ring alarm bells for the wildlife.

If you and the people around you can stand it, reduce the amount of deodorant or perfume as this will attract attention from the wildlife.



CREATE THE OPPORTUNITIES

It's probably self explanatory, but whenever you are photographing wildlife, move slowly, avoiding any sudden movements which could alert or frighten the subject. Be prepared to wait... and wait... and wait. You need to be patient or photograph something else. I don't go out sitting for days in a swamp waiting for a shot. Most of my imagery is captured whilst I am on location photographing for a client, or on trips where I can get out early and shoot scenery and wildlife as I walk around looking for photo opportunities. But when I find something interesting, I will stop, stand, sit or most likely lie in the dirt with the camera ready to capture the scene.

Deal with the burs, sand flies, bugs or ants later... this shot must count.

Most of all, you should be out there enjoying yourself and at the same time, creating many wonderful opportunities in your photography. So please make sure that the wildlife enjoys the experience as well. Don't make a habit of picking critters up or stressing them out just to create an image.

Enjoy the experience and capture the beauty of what you see in the wild.



PEAK DISTRICT



Words by **Patrick Cruywagen**. Photography by **Alison Cole & Patrick Cruywagen**.

EVER WONDERED WHAT A DAY'S OFF ROADING IS LIKE IN THE UK? WE HEAD TO THE PEAK DISTRICT TO FIND OUT.



I love visiting new places and driving the 4x4 tracks on offer. If they are set in a place as beautiful as the UK's Peak District, which receives over ten million tourists a year, then it's even better.

As someone who is lucky enough to have driven hundreds of thousands of miles on the remote and dusty tracks of Australia and Africa, I now find myself working in the UK. The biggest contribution that this island has made to the world of off roading has to be the Land Rover. Say what you like about them, but over the past decade they have gone from strength to strength. I suppose the investment from Tata has helped things along. The clever men at the Land Rover factory in Solihull cannot make enough of the things to sell – such is the global demand for them at present. The only problem is that most people cannot afford a new, top of the line Land Rover, and those that can rarely ever take them off road.

As I work for *Land Rover Monthly* magazine, I decided to opt for something a little different to drive in for my day out in the Peak District. Arbil 4x4, the official distributor of ARB product into the UK, kindly loaned me their Ford Ranger. It

had so much gear fitted that I could have driven to Australia.

The Peak District was the first declared National Park in England and for very good reason as the place looks like a postcard picture. It consists of classic English countryside with cows grazing in green fields and farm cottages everywhere, all set on the many hills that make up the Peak District. This is why it is so popular amongst walkers and those who want to escape stifling city life.

One of the most popular pursuits for those that own a 4x4 in the UK is 'greenlaning', which encapsulates thousands of miles of byways, old roads and tracks that are bitumen-free and still open to the public. Local governments are responsible for maintaining them, and due to inclement weather many of them close during the winter.

Our day of off roading started in a lane at the village of Great Longstone. Trees line both sides of the lane and at times things get a little tight. Fortunately someone had tidied up some of the thorn bushes next to the track so our Ranger was saved from serious scratches. I engaged low range to get up one of the rocky inclines and for good measure I



the rocks were rather loose and once again I engaged low range. Some of the rougher sections had been recently repaired, making the lane easy to negotiate. The last section to get up the summit was like a highway as it had all been filled in and flattened.

As we cruised along the ridge, we passed through a number of gates and had to ensure they were closed behind us so the farmer's animals remained in the correct fields. The main challenge proved to be rather tight lanes bordered with stone walls everywhere – I had to carefully steer the Ranger to avoid doing damage.

The art of building the impressive stone walls that cover the countryside is a dying one, with some sections of wall badly collapsed and in disrepair, as we saw while driving along the Limestone Way.

As we travelled on, the walls seemed to hem us in to the point that opening the Ranger's doors was not an option. This was certainly testing my precision driving skills.



engaged the rear ARB locker – if you have it, then use it... why wait until you are in trouble?

Most of the Peak District lies in the north of county Derbyshire, while some parts extend into neighbouring counties. Locals call the northern section the Dark Peak, where moorlands tend to dominate. The southern section is known as the White Peak (where most of its inhabitants live) and the geology is predominantly limestone. It was in this section where we found ourselves.

Our second lane, known as Monsal Head, is the most illustrious in all of Derbyshire. Before setting off along it, we allowed ourselves a quick stop at the Monsal Head Hotel to take in the views down the Monsal Dale and up the River Wye. Some walkers were about to set off from the viewpoint and so we wished them well. From here we could also see the steep lane that we were to be going up and over.

We headed over the old bridge to get across the river and then took the long climb up the Monsal Head. Some of



Anything wider than a Ranger and we would have been in serious trouble. It was like driving through a stone maze.

Some park officials approached us from the opposite direction; they were in a Discovery 3, which is not the most uncomfortable vehicle to be in when patrolling a 555 square-mile National Park. They had to do a little reversing to get to a suitable spot so that we could pass.



ONE OF THE MOST IMPORTANT PARTS OF A DAY OUT IN THE ENGLISH COUNTRYSIDE IS THE LUNCH STOP

To get to our next lane, we had to travel over the Pennine Bridleway. This mountain bike and horse riding trail runs parallel to the famous hiking trail, the Pennine Way.

As Isaac, my four month old son, was with us, I had to call a short halt to proceedings about halfway through our next lane so that we could feed him. The ARB fridge in the back was well stocked with his bottles of milk, and after a generous feed we were soon on our way again. The gentle rocking of the Ranger over the rough terrain soon had him asleep.



Unlike 4x4 adventures in the Outback where you don't see a tar road for weeks, here we had to transit onto tar between each of the ten lanes we had planned to drive for the day. This means that you need to do some careful planning beforehand.

One of the most important parts of a day out in the English countryside is the lunch stop. A decent pub is never more than a few miles away, and we chose the Beehive Inn in the tiny village of Combs. There is a lovely beer garden but with temperatures near freezing we opted for an inside table next to a roaring fire. As it was a Sunday, it just had to be the roast dinner with Yorkshire pudding. I know it is not a BBQ but you cannot beat a decent roast.

For our afternoon session in the peaks, we moved into the higher parts of the park. The views only seemed to get better and, as reward for us coming out in the middle of winter, the sun came out too. We were now in the middle of the moorlands, and so the lanes involved lots of climbing, descending and driving along ridgelines. The countryside opened up and each lane became my new favourite due to the impressive vistas.

Our final lane of the day would take us into Buxton. In the 18th century, Buxton, the highest lying market town in the UK, was developed into a spa town by the Duke of Devonshire. Today it is well known for its festivals, culture, galleries and craft beer, making it a great place to finish a day of driving lanes in the Peak District.

The descent into the village was very rocky and we had several Land Rovers coming at us from the opposite direction. I had to carefully pick my line on the descent to avoid doing any damage to the Ranger but it managed the tough bits just fine.

Off roading in the UK is different to what we might be used to in the Southern Hemisphere. There are many people on this small mud island, so often national parks are full of people, farm animals and villages. This does not make them less attractive to visit. So if you are planning a trip to the UK in the near future, then hiring a 4x4 is not the worst idea in the world. It opens up a whole host of exploring opportunities. You might have to do it in a Land Rover, but at least if you do pick up problems, you will only have to wait five minutes until another one drives past.



PRACTICAL PRADO



GET THE BEST IN FRONTAL PROTECTION FOR THE 2014 TOYOTA LANDCRUISER PRADO VX AND KAKADU MODELS.

Following the release of the facelift Prado VX and Kakadu models, ARB's engineers have developed a new deluxe bull bar to suit the vehicles' new lower grille, head lamp assembly, LED daytime running lights, and radar cruise control.

A formidable safeguard both on the road and off, the ARB deluxe bar is manufactured from durable steel for maximum protection and also features ARB's proven multi fold and upswept wing design for optimum strength and approach angle. A superbly engineered, air bag compatible mounting system offers another layer of vehicle safety.

The deluxe bar has been engineered to meet the recovery requirements of Prado owners, and will accommodate low mount electric winches up to 10,000lb, while a subtle cover panel is included for non winch applications. Reinforced, twin Hi-Lift jack points are located in the pan as an additional recovery feature.

Able to accommodate the original head lamp covers, the bar also features redesigned outer tubes to ensure headlight performance is not affected, although some minor shadowing may occur.

Extensive under wing panels and a centre stone shield provides added protection from stones and off road debris, while the bar also features LED light and turn signals, two aerial brackets and provision of ARB Intensity and IPF driving lights.

Finished in a durable powder coat with the option to colour code, the deluxe bar is available now from your local ARB store.

► PART NO: 3421810
PRICE: \$1,956

ON TOUR



THULE'S LATEST ROOF BOX RANGE DELIVERS ON AERODYNAMICS AND STYLE.

With a bold new shape and available in Glossy Black or Titan Aeroskin, Thule's new Touring Roof Box product line delivers five size solutions that will cover all of your transportation needs.

Equipped with the Fast-Click mounting system that includes an integrated torque indicator for simple and secure fitment, the Touring Roof Box can be opened from both sides (with the exception of the Touring 600) for convenient fitting, loading and unloading.

As with all Thule roof boxes, each Touring Roof Box has several locking points and comes with a grip-friendly key that cannot be removed unless the box is securely closed. And with a lowered base for reduced wind resistance, it's also ultra quiet.

Available now, the Touring Roof Boxes join a host of other rooftop storage solutions from Thule. Head into your local ARB store or view the entire range at www.thule.com.au.



EGGCELLENT ADVENTURE



**FUN, 4WD ADVENTURE AND
EASTER EGGS LOOM LARGE AT
THE 2014 ELDEE EVENT.**

WORDS BY **MATT FROST**. IMAGES BY **OFFROAD IMAGES**.



Easter is always a terrific opportunity to get away for a break, and with Broken Hill just a day's drive from Melbourne, Adelaide and Sydney, the town's long been a popular destination.

Broken Hill is considered a gateway town to the Outback, and it's a popular spot to stock up with supplies before heading north into the Corner Country and beyond. The town itself is a fascinating place to spend a few days with its rich mining history, art galleries, cafes and surrounding attractions.

For the 4WDer however, it's the nearby Barrier Ranges that appeal, with some pretty spectacular scenery and a maze of tracks running through the hills that provide both some challenging drives and an insight into the hardship endured by those early miners. Most of these tracks require access onto private property, and several stations in the area actually welcome off roaders.

Eldee Station was one of the first to do this, and is extremely well set up by offering a range of accommodation and



EASTER EGGS

catering options. Away from the homestead paddocks, the region is harsh and remote, and a great place for off road enthusiasts. The property owners can provide maps of the station tracks, and you can go off exploring literally for days.

A few years back the station's owners, Naomi and Stephen Schmidt, decided to take things one step further and create an off road event at Eldee Station that would allow folks to experience the property and have a bit of fun at the same time. They approached one of Australia's most accomplished

4WD enthusiasts, Simon Christie, to assist with designing the stages and running the event, and the Eldee Easter 4WD Event was born. Sponsors came on board very quickly, including ARB, Kaymar, Lightforce, DP Chip and Hema. Within a couple of years, the event became the biggest of its type in the country in terms of the value of the prize pool offered.

One of the reasons for the event's success is its very broad appeal to everyone. The competition stages, whilst challenging, are all driveable in a standard 4WD, and



require driver skill rather than outright speed. There are also numerous activities for children to enjoy over the weekend, so no one is left out.

This year's event was the biggest yet with over forty teams competing and numerous other people coming along to spectate and enjoy the atmosphere. Friday afternoon saw folks arriving, registering and tucking into Naomi's homemade hamburgers if they had opted for a meal package.

Activities kicked off Saturday morning with a drivers' briefing and map reading tutorial courtesy of Hema Maps. This was followed by several competition stages testing navigational skill, driver/co-driver teamwork, and some rally style driving through the soft sand in the creek beds. All of the teams were back at camp by late afternoon, allowing time for a drive up to one of the highest points on the property for sunset. The spectacular views of the Barrier Ranges and across to the Mundi Mundi plains were a great way to finish off the afternoon before heading back to the homestead for dinner and a trivia night.



ADVENTURE



Following an early breakfast on Sunday morning, the much anticipated Easter egg stage saw over fifty kids running down a creek bed hunting for the 10kg of Easter eggs that had been deposited there during the night. Once every single egg had been collected, it was back into the vehicles for the final stages of the event. The finale, a tricky course through mud, water, sand and rock, saw some tyre fatalities for a few that took things a little too quickly.

The evening was smiles all around with every single competitor receiving a prize of some description.

The ARB Eldee Easter 4WD Event will be back in 2015 and is sure to be bigger than ever. If four wheel driving, family fun and lots of free stuff is your thing, come along and join the party.

Visit www.eldeestation.com for more details.

TOW LIKE A PRO



REDARC'S NEW TOW-PRO ELECTRONIC BRAKE CONTROLLER TAKES TOWING SAFETY TO A NEW LEVEL.

When towing a caravan or trailer, it's not so much moving forward that's important – it's stopping. Redarc's revolutionary electronic brake controller, Tow-Pro, sets a new benchmark by combining for the first time ever two types of braking – Automatic Mode (inertia sensing) for highway conditions, and User Controlled Mode for off roading.

Suitable for 12 or 24 volt systems, Tow-Pro will operate both electric and electric/hydraulic trailer brakes without manual selection. Delivering a smooth trailer braking response, the system meets Australian Design Rule safety standards (ADR21) and is suitable for all vehicles.

The Tow-Pro's inertia sensing mode is designed to measure the braking force applied by the vehicle and then apply the electric trailer brakes to a proportional level. This type of

brake level sensing provides a safe, smooth application of the electric trailer brakes, requiring little to no input from the driver.

Alternatively, the user-controlled mode has been designed to give the greatest possible control when driving off road. Allowing the driver complete control of the brake level when the footbrake or Tow-Pro override is applied, the user control mode features adjustable braking force from minimal (0) to maximum (10).

Compact and Australian made, the Redarc Tow-Pro requires minimal dash space and is simple to install. For more details and specifications, visit your local ARB store.

> Contact ARB for part numbers and pricing.

DRIVE 4 LIFE

**DISCOVER THE SIMPSON
DESERT IN SEPTEMBER 2014
WHILE RAISING MONEY FOR
A WORTHY CAUSE.**

Set up by a group of long term 4WDers, Drive 4 Life is a non-profit organisation dedicated to raising funds for low profile charities while at the same time offering 4WD enthusiasts the trip of a lifetime.

Designed as tag along 4WD adventures, Drive 4 Life's tours lead participants around parts of Australia not commonly reached. The tours are aimed at people who have either not had the opportunity to be expertly guided when driving off road or who do not have the experience to navigate in unfamiliar terrain.

Drive 4 Life is conducting two tours involving the Simpson Desert this year. Run from Tuesday 23 September to Monday 29 September, participants can opt to take the Birdsville to Birdsville tour or Alice Springs to Birdsville, with both tours meeting up in Birdsville on the Monday night for a meal and catch up.

Participants in the tour make a donation (usually \$1000), which is tax deductible, directly to the organisation being supported by the Drive 4 Life tour. For more information and to get involved in the September tours, visit www.drive4life.com.au.



ON THE TRAIL PT II

WORDS & PHOTOGRAPHY BY **CHRIS COLLARD.**

**CHRIS COLLARD'S EPIC OVERLAND ADVENTURE
FOLLOWING THE EMIGRANTS TRAIL CONTINUES
ON TOWARDS BLACK ROCK DESERT.**



Having spent the night camped in a narrow canyon along the Humboldt River near Palisade, we were soon headed northwest along the emigrants trail.

Fifty two miles away lay the isolated mining camp of Tuscarora, which received its moniker in honour of a Union military ship of the Civil War. The snowcapped peaks of the Independence Mountains exposed themselves as we cleared a sage-covered rise to the south. Towering above the town, a decaying brick smokestack nearly 100 feet in height shadowed numerous stone and brick chimneys, whose structures had long ago surrendered to the elements.

For some morbid reason, old cemeteries have always been of interest to me and are usually a source of inspiration for further exploration. The names, ages and dates reveal much about a town. An infant laid to rest next to its mother: evidence of the perils of childbirth. A father and son with the same date of passing: most likely the result of a mining accident. Three generations in a family plot, each passing before age 50: confirming the difficulties of life in the mines.

We spent the better part of an hour respectfully tiptoeing through splintered wood grave markers and tilted marble headstones. It would be easy to spend a day or two amidst the decaying stone abodes of Tuscarora and its 40s era automobiles and remains of the stamp mill. Though not completely abandoned, walking the streets felt like I was walking through the set of *High Plains Drifter*, with an occasional face peering from a shuttered window.

When gold was discovered in the Owyhee Bluffs in 1907, would-be millionaires flooded in to stake their claim within the newly established Gold Circle mining district. The town of Midas sprang up on the lee slope of the Owyhee River, and developed into a legitimate centre of commerce, replete with a school, mercantile shop and Post Office.

We stopped at the town's single streetlight. It wasn't actually on the street, nor did it mandate a full stop. It hung from a makeshift yardarm with several sets of dusty antlers. To the right was a green-trimmed structure with a lodge pole porch and weatherworn tin roof. An eclectic array of haphazardly placed artefacts along with a sign that read 'Midas Saloon' accented the dirt parking area. Boot-worn planks of a wooden porch reported as we stepped across and swung open the screen door.

A polished wood bar and mirror stretched down the right wall. An array of bottles anchored two glass shelves below several hundred one-dollar bills taped to the mirror; each signed by a bar patron. Scattered peanut shells doubled as flooring décor, and to the left sat an old wood-burning stove, a single table with a chequered tablecloth, and four wood chairs. A plaque on the wall read, 'Welcome to the friendliest place in town.' Recalling the quiet and empty dirt street outside, this was the only place in town. The proprietor appeared, a woman in her early 50s with wavy blond hair and a matter-of-fact smile. 'Welcome, I'm Terri, dinner starts at five, what can I get you?' She slid a couple bottles of Moose Drool across the bar. Grabbing a handful of peanuts, we bellied up to wait for one of the best hamburgers west of the Mississippi, the Matt Burger.



Aside from the electric lights and a sign that said 'Wi-Fi here,' we had truly stepped back in time.

Camp this night would be on a mine tailing landing a few miles up the canyon. As dusk gave way to darkness, a pack of coyotes disclosed their proximity with a high-pitched quartet, and the aging bones of a nearby mine shack revealed their years as a brisk breeze rolled through.

The route north from Midas to Little Humboldt Ranch through the Snowstorm Range became a little fuzzy. A thin line on my map indicated a road (or at least what was once a road, wagon track or mule trail) yet the array of two-tracks before us infiltrated every draw, mountain saddle and tailing pile. We forded Sheep Creek, Pole Creek and Winters Creek, crossed the Winters Range, passed through a few cattle gates, and followed endless strands of barbwire held aloft by rough-cut juniper timbers. I'd referenced each to my map as best I could, but the puzzle was not coming together. Matt called on the radio, "Want me to tell you where we are?"

I responded, "GPS, we don't need no stinking GPS." The pioneers didn't have GPS. They didn't even have maps, just white space on a chart with the words 'Indian country.'

I believe one is rarely lost, just partaking in a little extended exploration. However, the evil clock, the one set to 'office time,' was ticking with deadlines and commitments. I think the

words, "Okay, Matt, where are we..." did slip from my lips. Matt's GPS set us straight, and we were transitioning into the realm of the Mustang, the Santa Rosa Range, Quinn River Valley, and parts west. From the semi-ghost town of Paradise Valley, we headed south to Winnemucca for fuel and supplies. This meant a couple dozen miles on the tarmac. Utilising power line roads and railroad beds, we were able to rejoin the California Trail to the northwest of the Mary's River near Lassen Meadows.

RABBITHOLE SPRINGS, MUSTANGS, AND THE DEATH ROUTE

In the 1850s and 60s, water and grass for livestock literally meant life or death for travellers heading west. There were reliable sources along much of the route, including the meadows along the Mary's, but beyond laid Lahontan Valley and the much-feared 40 Mile Desert. With the unfortunate fate of the Donner Party (see Issue 39) fresh in the minds of all, and early snow in the Sierra Nevada a formidable threat, wagon masters had to decide whether to chance Mother Nature or turn to the north on a newly established route known as the Applegate-Lassen Trail, which had been praised by Eastern newspapers as another 'shorter and faster' route to California.

In midsummer of 1849, when the early wagon trains arrived along the Mary's, the new Lassen route held much appeal. After nearly 1,500 miles on the trail and months of hardship, the apparent path of least resistance again received the nod. Several groups, after filling water barrels and storing grass for their stock, turned north towards Rabbithole Springs. Succeeding wagon trains followed, and by late summer the Applegate-Lassen turnout was clearly established. What was unclear was what lay beyond.

Arriving at Rabbithole in the early afternoon, we spooked a herd of Mustangs from a knoll overlooking the valley. Due to the spring's significance, Frederick S. Lander, in 1860, constructed an 80,000 gallon cistern to collect the precious resource. Reeds now grow thick around it and the immediate area, and all local forms of fauna can be found here on a regular basis. Looking west from the knoll, the Black Rock, one of the most notable landmarks of the area, rose from a glistening white dry lake.

By August, temperatures in the region climb towards the 40°C mark, and the midday sun radiates down like a broiler oven. But the distance to Rabbithole from Lassen Meadows was not great, maybe 25 miles, and the recently fed and watered livestock could manage.

This was the last source of water before descending into the expanse of the Black Rock Playa. On the horizon to the northwest, across 23 miles of sunbaked alkali flat, rose the great Black Rock. Their next source of water was Black Rock Spring, and grass for their stock lay at its base. While early travellers harvested grasses and restocked water barrels without incident, by August grasses were depleted and the spring but a muddy trickle. With empty barrels and stores of grass nearly exhausted, turning back to Lassen Meadows would be a risky option. They pushed onward, with the Black Rock, and hope of reprieve, within sight.

After reading an emigrant quote on one of the Trails West markers, I felt slightly less than victorious about our 1,350 mile trek from Fort Bridger. For us, food, water and shelter had not been a concern; maybe distance to the next

SUGGESTED EMIGRANT PROVISION LIST CA. 1849

150 pounds of flour, 20 pounds of corn meal, 50 pounds bacon, 40 pounds sugar, 10 pounds coffee, 15 pounds dried fruit, 5 pounds tea, 5 pounds salt, 5 pounds rice, and 15 pounds of beans. Condiments: mustard, cinnamon, nutmeg, vinegar, pepper and other spices. Pemmican, used by trappers and ex-army soldiers, was meat ground into paste and cured with rendered fat. Pickles, canned butter, cheese and pickled eggs were occasionally carried. Canned goods were expensive, heavy and proper sealing was never a guarantee.

fuel source once or twice. We had Goretex if it rained, refrigerated food, air conditioning, cell phones in case of an emergency, and, above all, we weren't walking. It was here, at Rabbithole Springs, that we turned our wheels towards the Black Rock Desert on what, in 1849, became known as The Death Route.

Join Chris and his posse as they continue their overland trek to California in an upcoming issue of Overland Journal.



EMIGRANT TRAIL RESOURCE GUIDE

I didn't record waypoints during the trip. In fact, I didn't bring a GPS. For me, I enjoy laying out a set of maps and a compass on the hood of my truck, referencing geographical features and distances from point to point, declination of the sun, and generally relying on dead reckoning. Having a GPS unit renders me complacent, brain dead, and, if it fails, generally lost. But that's just me.

Sturdy steel 'T' markers, placed by Trails West Inc. identify many of the routes. Fabricated from sections of railroad ties, each contains a plaque engraved with a quote from an emigrant. I extend big kudos to Trails West and the Oregon-California Trail Association (they placed the carsonite trail markers) for preserving part of America's national heritage in this way.

Depending on what side routes you choose and your vehicle's range, sourcing fuel and sundries should not be a problem. Plan on carrying enough fuel for 300 miles of off-pavement travel, and remember, never pass up a chance to top off the tank (even if the price induces coronary concerns).



Dave Devine, WA



Ian McKeown, WA



Nick Taylor, VIC



Robert Dunn, SA

RECOVERY COMPETITION

LAST EDITION WE ASKED FOLK TO SEND IN A PHOTO OF THEIR 4WD ADVENTURE COMING UNSTUCK. CONGRATULATIONS GO TO ASHLEY WURFEL FOR WINNING AN ARB RECOVERY KIT VALUED AT \$399. EVERYONE ELSE ON THIS PAGE SCORES AN ARB E-Z TYRE DEFLATOR.



David Styles, SA



Ashley Wurfel, SA



Matthew Palmer, QLD



Matthew George, WA

KICK OFF YOUR SHOES AND GET INSPIRED BY THESE PHOTOS FROM 4WDERS LIVING THE DREAM.

*This is my 1998 GU Patrol turbo diesel at Wallaroo State Forest, NSW. **Scott Batten***



*Here's a photo at the Kiakoura Ranges during a trip down the South Island of New Zealand. **Mike Fitzgerald***



*Photo taken in May 2014 near Poeppel Corner. **Toby Roberts***



*Taken at Bonneville Salt Flats, Utah. **Michael Bradshaw***



*My 100 Series LandCruiser hitting the snow in Pakistan. **Mohammad Yasir Khan***

OFF THE TRACK



*This is a favourite picture of our Jeep from the Black Bear Pass in Telluride, Colorado, USA. **Shelley & Andy McQuillin***



*This is me climbing Billy Goat Bluff in the Vic High Country. **Ben Spilstead***

*The location of this shot is Karatas, along the Mediterranean in Turkey. **Ilter Ilkin***



*Oops! Where did that gully come from? Tanami Desert near Labbi Labbi Rockhole. **Willem Kempen***



*Taken at the Pinnacles, Alpine National Park, VIC. **Mark Burgess***

WIN! For your chance to win an ARB Speedy Seal kit, send in a photo and caption from your own 4WDing adventures to marketing@arb.com.au.



4X4 ACCESSORIES

VICTORIA

Kilsyth	(03) 9761 6622
Brighton	(03) 9557 1888
Dandenong	(03) 9793 0002
Hoppers Crossing	(03) 9749 5905
Keilor Park	(03) 9331 7333
Pakenham	(03) 5940 5500
Thomastown	(03) 9460 9988
Bairnsdale	(03) 5152 1226
Ballarat	(03) 5331 7078
Bendigo	(03) 5445 7100
Geelong	(03) 5229 3910

SOUTH AUSTRALIA

Regency Park	(08) 8244 5001
Morphett Vale	(08) 8186 6101
Elizabeth	(08) 8252 1599

ACT

Fyshwick	(02) 6280 7475
----------	----------------

NEW SOUTH WALES

Moorebank	(02) 9821 3633
Artarmon	(02) 9438 4484
St Peters	(02) 9565 2455
Wentworthville	(02) 9631 7889
Albury	(02) 6021 2477
Broken Hill	(08) 8087 9250
Dubbo	(02) 6885 5777
Newcastle	(02) 4953 9555
Orange	(02) 6369 0700
Penrith	(02) 4731 1266
Port Macquarie	(02) 6581 2500
Tamworth	(02) 6762 0541
Wollongong	(02) 4227 1900

WESTERN AUSTRALIA

Canning Vale	(08) 6254 2367
Osborne Park	(08) 9244 3553
Wangara	(08) 9409 5764
Welshpool	(08) 9358 3688
Mandurah	(08) 9583 3200

NORTHERN TERRITORY

Winnellie	(08) 8947 2262
Alice Springs	(08) 8953 0572

QUEENSLAND

Nundah	(07) 3266 3255
Capalaba	(07) 3823 5900
Coopers Plains	(07) 3277 2020
Biggera Waters	(07) 5537 8800
Bundaberg	(07) 4153 2929
Burleigh Heads	(07) 5535 9223
Caboolture	(07) 5499 1955
Cairns	(07) 4035 3350
Mackay	(07) 4998 6888
Maroochydore	(07) 5475 4011
Rockhampton	(07) 4922 7788
Toowoomba	(07) 4632 1122
Townsville	(07) 4728 0900

TASMANIA

Launceston	(03) 6331 4190
Hobart	(03) 6228 6822

HEAD OFFICE:

ARB 4X4 ACCESSORIES

42-44 Garden Street, Kilsyth

Victoria 3137 Australia

Tel: (03) 9761 6622

Fax: (03) 9761 6807

Email: sales@arb.com.au

Web: www.arb.com.au

All ARB 4x4 accessories are available from these ARB stores, and stockists in most major regional towns. Please contact the ARB office in your state for details of the one nearest you.

Prices shown in this magazine are ARB's Australian domestic recommended retail prices inclusive of GST, and do not apply to international markets. ARB reserves the right to amend these prices without notification. In some regions of Australia, additional freight costs can be expected. Prices shown do not include supplementary charges such as fitting or colour coding.



ARB4x4



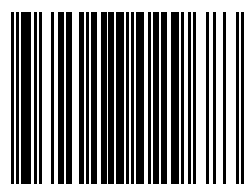
ARB4x4



ARB4WD



ARB4x4



9 332018 029683